Belgravia • McKernan • Parkallen
Community Development Plan

Approved October 17, 1994

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Alderman Terry Cavanagh

Re: Belgravia, McKernan and Parkallen Community Development Plan

At its meeting of August 11, 1992, Edmonton City Council approved a motion calling for the development of a Community Plan for our 3 neighbourhoods, to be developed by volunteers from the community assisted by the Planning and Development Department. What follows in this document is the culmination of that effort, providing not only a plan for the development of our community for the foreseeable future, but also a testimonial to the wisdom of Council in breaking with tradition, and enabling local neighbourhoods to "chart their own course".

The Plan is supported by the Community Leagues of Parkallen, McKernan, and Belgravia, and has received overwhelming approval from the general public attending the Public Meetings held in our community to review the Plan recommendations.

Thousands of hours of volunteer time have gone into the creation of this Plan, and Council is to be commended for providing our community this opportunity.

Yours truly,

Bradley V. Odsen
Chairman
Community Development Planning Committee

103-06299/

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Chapter 1 Executive Summary

1.1 Introduction

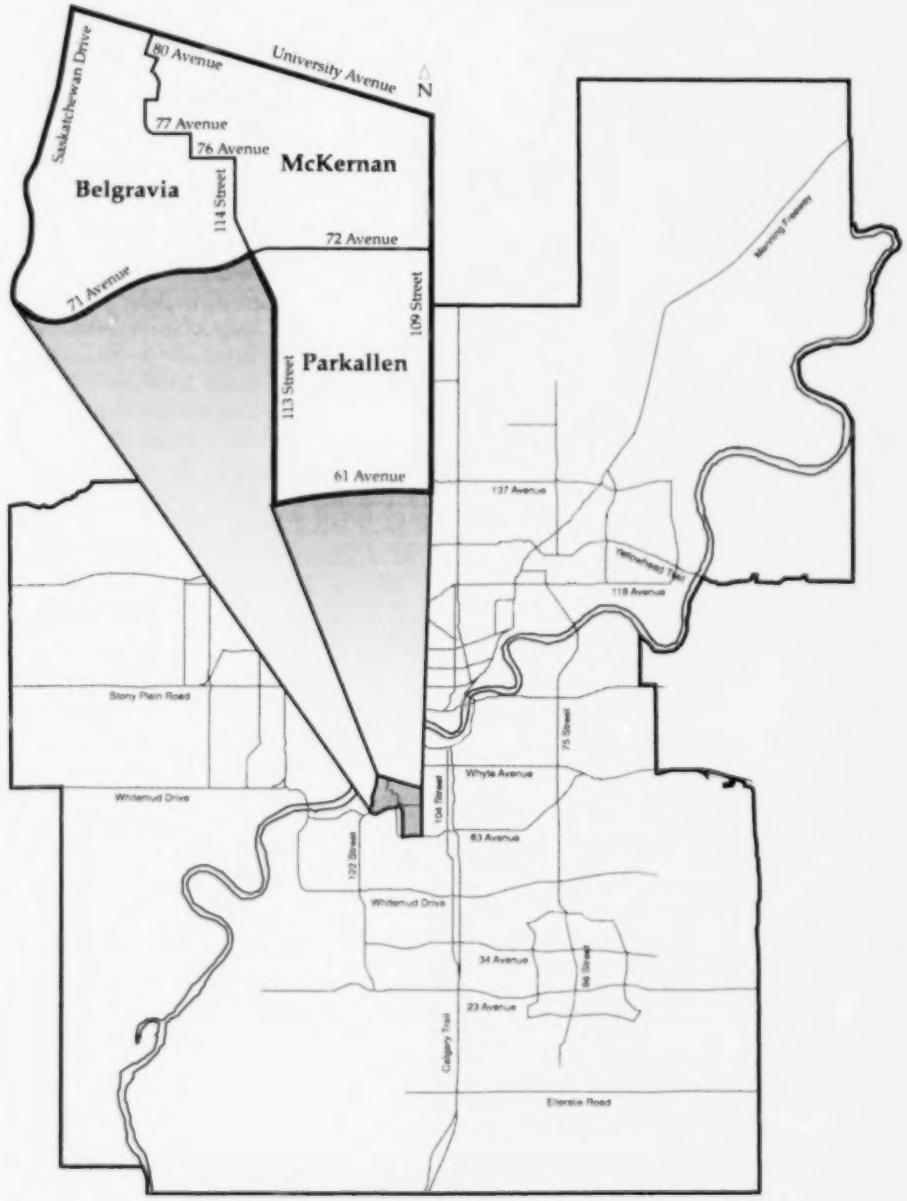
The inner city neighbourhoods of Belgravia, McKernan and Parkallen form a cohesive community located east of the North Saskatchewan River Valley to 109 Street and south of University Avenue to 71 Avenue (Belgravia) and 61 Avenue (Parkallen). These neighbourhoods have a combined area of 171.5 ha. and a population of 6,695 people (May, 1993). The area was substantially developed during the late 1940s and early 1950s. Although the community has recently entered a phase of renewal (i.e., housing renovations, additions and redevelopments), most of the original housing stock remains. An important visual feature of the community is its mature trees which can be found in abundance along local roadways, on private property and in the neighbourhood parks.

On August 11, 1992 City Council authorized the preparation of a community plan for these three neighbourhood. The associated Terms of Reference gave the community the responsibility of facilitating the planning process and preparing the plan document. The plan and associated Overlay Schedule Bylaws (Appendices I, II and III) were approved by City Council on October 17, 1994.

The planning process was facilitated by and organized around a central coordinating committee (Community Development Planning Committee) and three task forces (Housing Task Force, Circulation Task Force and Urban Landscape Task Force). Through this organizational structure, all relevant stakeholders were given extensive and meaningful opportunities to participate in the planning process. The efforts of these groups and individuals culminated with the preparation of this plan.

Plan Area Map

Belgravia McKernan Parkallen



1.2 Plan Structure

The plan is structured on the basis of seven major sections or chapters which are briefly outlined below:

1. Introduction: In addition to the above introductory comments and the following chapter outlines, this section provides a brief description of the overall implementation strategy, as well as a summary of the vision statements, principles and recommendations contained in the plan.
2. Plan Process: An overview of the key historical events/decisions leading to the authorization of this community planning project; a description of the planning process in terms of the principles upon which it was based and the resulting committee/task force structure; a summary of the key public participation events; and a general overview of the methodology used in investigating issues and developing recommendations.
3. Plan Area: A description of the plan area in terms of its historical development, present land uses and development trends.
4 Demographic Composition: A description of the plan area in terms of its demographic composition.
5. Task Force Reports: The remaining chapters contain reports prepared by the three task forces which were organized around specific issue categories: the Housing Task Force (Chapter 5), the Circulation Task Force (Chapter 6) and the Urban Landscape Task Force (Chapter 7). Each chapter, among other things, includes the vision statement, principles and recommendations that were developed by the respective task force.

1.3 Plan Implementation

The responsibility for implementing the recommendations contained in the plan, where appropriate, have been assigned to the Community Leagues. Implementation responsibilities have only been assigned to the City in those circumstances where City Council's authority and/or the professional services of a particular civic department are required (e.g., the approval and implementation of Land Use Bylaw Amendments, the future evaluation of outstanding transportation issues, etc.). This approach not only recognizes the reality of fiscal constraints being experience by the City; but, more importantly, represents a serious commitment on the part of the community to take a self-reliance or self-help approach in resolving local issues.

1.4 Vision Statements, Principles and Recommendations

Each task force prepared a vision statement and a related or corresponding list of principles. This vision statement and the corresponding principles provided a framework for identifying and evaluating issues, and for developing recommendations. A summary of these vision statements, principles and recommendations prepared by each task force is outlined below. Also, after each recommendation, the community leagues and/or civic departments responsible for implementation are identified.

Housing Task Force

Vision Statement:

Generally maintain the low density residential character of the area while at the same time providing opportunities for the sensitive integration of higher density infill redevelopment on a selective basis, for a wide range of housing needs.

Principles:

1. **Recognize and respond to the housing needs (social and physical) and preferences of individuals and the community as a whole.**

2. **Respect the democratic rights of individuals and the community in the planning process.**

3. **Maintain and enhance the residential character and visual continuity of the community.**

RECOMMENDATIONS:

1. That City Council approve the Overlay Schedules for the RF1 and RF3 Districts as outlined in Appendices I, II and III.*

Implementation: The Planning and Development Department.

2. That a "Good Neighbour Guide" be prepared and periodically distributed to community residents to provide advice regarding sensitive and quality residential redevelopment.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

3. That the community leagues take a proactive role in providing information and advice to residents, property owners and city planners in matters related to housing.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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* The Overlay Schedules provide additional development controls for those properties within the plan area that are either districted RF1 (Single Detached Residential) District or RF3 (Low Density Redevelopment) District. Three Overlay Schedules are recommended in the plan: (1) an Overlay Schedule for properties in Belgravia districted RF1 (Appendix I); (2) an Overlay Schedule for properties in McKernan and Parkallen districted RF1 (Appendix II); and (3) an Overlay Schedule for properties in Belgravia and McKernan districted RF3 (Appendix III).

Circulation Task Force

Vision Statement:

Enhance an urban lifestyle that promotes walking, cycling and the use of public transit for residents and non-residents, and which minimizes the use of the private automobile.

Principles:

1. **Minimize the use of local and collector roadways by vehicular traffic not originating in or destined to the community.**

2. **Minimize the impact of arterial and collector roadway traffic on the community.**

3. **Promote a balanced transportation system which encourages walking, cycling and the use of public transit.**

RECOMMENDATIONS:

1. That the community leagues continue to work cooperatively on shared issues involving arterial and collector roadways; and continue to work separately on local issues which do not have an impact on adjacent neighbourhoods.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

2. That the Transportation Department provide the community with early, meaningful and extensive opportunities for input when it is considering roadway design changes to 114 Street and 113 Street; as well as roadway design changes to any of the other arterial roadways bordering the community.

Implementation: The Transportation Department.

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3. That the Transportation Department, in consultation with WCB and the Belgravia, McKernan and Parkallen Community Leagues, evaluate the feasibility of a separate access to the Workers' Compensation Board Rehabilitation Centre from Belgravia Road prior to the extension of the South LRT along 114 Street.

Implementation: The Transportation Department.

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4. That the Transportation Department evaluate the bicycle route network in Belgravia, McKernan and Parkallen to determine where additional route connections/linkages and signage are required.

Implementation: The Transportation Department.

5. That the Transportation Department, in consultation with the applicable Community League, give consideration to the primary pedestrian travel routes when it has determined that sidewalk repair, replacement or construction are necessary in the community.

Implementation: The Transportation Department.

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6. That a survey be conducted to determine non-school related pedestrian and bicycle travel patterns within the community.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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7. That the community consult with Alberta Public Works, the University of Alberta and the University of Alberta Hospital to ensure that 112 Street and the extension of 115 Street are maintained and improved as primary bicycle routes north of University Avenue.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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8. That the Transportation Department consider the relocation of the northbound transit zone at 72 Avenue and 109 Street from the northeast to the southeast corner.

Implementation: The Transportation Department.

9. That measures to improve pedestrian/student safety on roadways in the vicinity of schools be collectively and periodically evaluated by the local community leagues, schools, Public School Board and Transportation Department.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues, local schools, Public School Board and Transportation Department.

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10. That the community consult with the Edmonton Police Service for the purpose of identifying areas along arterial and collector roadways where increased enforcement may be required.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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11. That the McKernan and Parkallen Community Leagues, and the Transportation Department, as part of the planning process associated with the preparation of the Transportation Master Plan, review network alternatives with the objective of reducing through traffic on 72 Avenue between 109 Street and 114 Street.

Implementation: The McKernan and Parkallen Community Leagues, and Transportation Department.

Urban Landscape Task Force

Vision Statement:

Preserve and enhance the village atmosphere within the neighbourhoods of Belgravia, McKernan and Parkallen, which collectively form one of the special and unique places in Edmonton. A place where residents may safely walk and socialize with their neighbours in pleasant surroundings, whether it be in the parks, on the streets or at one of the neighbourhood business centres. A community where mutual respect and concern for the well-being and safety of others is commonplace.

Principles:

1. **Maintain and improve, where required, the local parks, playgrounds and the adjacent North Saskatchewan River Valley for the use and enjoyment of all community residents.**

2. **Maintain and enhance the ambience and visual attractiveness created by the mature landscaping located on both public lands (parks, boulevards/streets and laneways) and on private property within the community.**

3. **Improve the appearance and function of the local business centres and associated streetscapes, as well as the interface between businesses and the community.**

4. **Support and enhance the well-being and independence of senior citizens residing in the community.**

5. **Extend and enhance the involvement of the community, including schools and businesses, in the prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders.**

6. **Establish a special annual event to celebrate the accomplishments associated with the preparation and implementation of this plan, to provide a forum for updating the community on the progress being made in implementing the plan and to recruit others into the process.**

RECOMMENDATIONS:

1. That the need to upgrade the playground equipment in Charles Simmonds Park and Violet Archer Park be evaluated.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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2. That a "Need Assessment" survey be conducted to determine how the local parks can better serve the recreational needs of adults.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

3. That a Garden Club be organized to provide stewardship over the community's natural landscape.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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4. That a Business Club, with community and business representation, be established for the purpose of developing and coordinating strategies to achieve, among other things, the following:

   a) Improve the interface between local businesses and the community ensuring that an appropriate range of products and services are offered for the mutual benefit of both the individual businesses (and the associated business centres) and the local residents; and,

   b) Improve the facades of business premises and the adjacent streetscape making them more visually attractive, inviting and pedestrian friendly.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues, and local businesses.

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5. That a "Senior Citizens Program and Service Directory" be prepared, in consultation with the appropriate private and public agencies.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

6. That an informational/educational program be developed and implemented for the purpose of making senior citizens aware of the programs and services available to the community.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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7. That the Community Leagues continue to support and encourage such programs as "Neighbourhood Watch" and "Block Parents", as well as the Edmonton Police Service's efforts in implementing "community policing".

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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8. That the Community Leagues collaborate with the Edmonton Police Service and other appropriate agencies in extending and improving the community's participation in the prevention of crime, the apprehension of offenders and the rehabilitation of young offenders.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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9. That the Community Leagues organize a "Community Celebration Day" on an annual basis.

Implementation: The Belgravia, McKernan and Parkallen Community Leagues.

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Chapter 2
Plan Process

2.1 Plan History and Authorization

Terms of Reference for the preparation of an Area Redevelopment Plan for Belgravia, McKernan and Parkallen were approved by City Council on July 14, 1987. During the initial phase of the planning process, the primary focus of the three neighbourhoods related to the expansion of the 114 Street Corridor, the inclusion of LRT within this corridor and the associated changes to the Transportation System Bylaw.

In June 1991, City Council considered and approved various amendments to the Transportation System Bylaw relating to the 114 Street Corridor. These amendments included roadway modifications and the LRT alignment. As the major focus of the Area Redevelopment Plan was to be these transportation related issues, City Council subsequently rescinded the resolution setting out the Terms of Reference for an Area Redevelopment Plan. However, the affected neighbourhoods made representation to City Council suggesting that some form of planning was still needed to address other issues in the plan area. Subsequently, City Council concurred in the following motion:

"That following Council's holding of a Public Hearing on the Transportation Bylaw scheduled for June 12, 1991 the Planning and Development Department strike a Committee, that they will chair, composed of representatives from each of the three community leagues, a representative from each of 1) the Planning and Development Department 2) the Community and Family Services Department, 3) the Transportation Department and a representative from the Edmonton Federation of Community Leagues: that this committee be given a mandate to research and to report back to Council by the first meeting of Council in September 1991 with recommendations on a community participation model and terms of reference; and that the City make available to the Committee such existing administrative resources as will enable the Committee to research and develop its recommendation."

At the April 22, 1992 meeting of the Executive Committee, the Terms of Reference prepared by the above committee (i.e., the "Community Development Planning Committee") were received and referred to the Planning and Development Department for a report. On August 11, 1992 City Council considered a report prepared by the Planning and Development Department and concurred in the following recommendations:

1. *"That the vision statements (plan objectives) and action plans (study methodology) outlined by the Community Development Planning Committee in the enclosed report guide the preparation of action strategies for the resolution of issues confronting the neighbourhoods of Belgravia, McKernan and Parkallen.*

2. *That the Planning and Development Department assign one staff member from within their existing staff complement for a period of 12 months to facilitate a participatory planning process for the purpose of preparing the above mentioned action strategies.*

3. *That the Planning and Development Department, in consultation with the Community Development Planning Committee, advise City Council within six months as to the method/form in which the action strategies will be expressed; eg., Area Redevelopment Plan, Community Plan, incremental Issue Generated Plans, etc.*

4. *That the Planning and Development Department advise City Council, on a semi-annual basis, as to the progress being made in preparing the type of plan chosen with the entire planning process not exceeding 12 months."*

Pursuant to recommendation three above, City Council was advised at its meeting on April 27, 1993 that the end product of the planning process would be a community plan entitled: "The Belgravia, McKernan and Parkallen Community Development Plan". This plan would identify issues affecting the plan area and recommend strategies for their resolution. Pursuant to recommendation four, City Council also received progress reports prepared by the Community Development Planning Committee and each of the three sub-committees or task forces involved in this planning process.

2.2 The Plan Process: An Experiment in Participatory Planning

Public participation is rooted in the ideology that people have an inherent right to participate in those decision making processes that affect them. Public participation is the cornerstone of democracy creating, among other things, a more responsive and responsible government. It enhances the overall quality of political decisions; and, in circumstances where there are conflicting interests, it may have the added benefit of facilitating resolution through compromise.

The Terms of Reference prepared by the Community Development Planning Committee and approved by City Council authorized a community directed participatory planning process. A process that would be controlled by the community, both in terms of facilitating the participatory processes and in terms of preparing the final plan document. In this respect, the Belgravia, McKernan and Parkallen planning process was an experimental approach to community planning. It represented a significant departure from the conventional approach to neighbourhood planning which has historically been controlled and facilitated by the Planning and Development Department.

2.3 Guiding Principles

The nature and scope of this community directed participatory planning process was guided by the following principles:

1. That all stakeholders be given an equal opportunity to directly participate in the plan process;

2. That extensive and meaningful opportunities be provided to solicit the views and concerns of those stakeholders who, for whatever reason, do not become directly involved in the planning process;

3. That key planning decisions be made on the basis of consensus or general agreement;

4. That the planning process be executed with a maximum reliance upon community resources and local expertise, supplemented by input from outside experts or professionals acting in an advisory capacity at the discretion of the community; and,

5. That the planning process serve a secondary objective of strengthening the community's organizational and problem solving skills, with the view that planning is an ongoing process and, therefore, should not end with the completion of this plan.

2.4 Organizational Structure

The organizational structure for this participatory planning process included the Community Development Planning Committee and three task forces.

The Community Development Planning Committee, in addition to preparing the Terms of Reference and initiating the planning process, performed an overall coordinating function. The three task forces were organized around three specific issue categories: housing, circulation and urban landscape. These task forces were responsible for assessing issues and developing recommendations related to their respective areas of concern. The Community Development Planning Committee integrated the findings of the task forces into the final plan document.

The membership of the Community Development Planning Committee was initially determined by City Council, as outlined previously. After City Council's approval of the Terms of Reference and with the commencement of the planning process, membership was expanded to include anyone within the plan area who wanted to become involved. However, the committee made a special effort to ensure representation from each of the three neighbourhoods.

Membership on the task forces was open to anyone who wanted to participate with recruitment primarily taking place at the community planning workshops that were periodically held throughout the planning process. Community League newsletters also encouraged people to become involved.

Approximately 60 to 70 people were directly involved, on an ongoing basis, during the planning process by being members of the Community Development Planning Committee and/or one of the task forces.

2.5 Communication Program

As in any participatory planning process, a relatively small number of people compared to the overall plan area population, became directly involved in the planning process. Therefore, an extensive communication program was required to ensure that the decisions being made at the task force level were in line with the goals and aspirations of the community-at-large.

The following summarizes some of the key activities/events that were organized as part of the communication program for this planning project.

1. **October 3, 1992**: Initial community planning workshop to officially "kick-off" the planning process. The Terms of Reference and, in particular, the vision statements and action plans (study methodology) contained therein were reviewed, discussed and reaffirmed. Issues were identified and priorities were set. The organizational structure was outlined and volunteers recruited.
2. **January 23, 1993**: A community planning workshop at which the progress of each task force was reviewed and those in attendance provided feedback and advice.
3. **May 20, 25 & 26, 1993**: Individual community planning workshops were held in each neighbourhood. These workshops were organized by the Housing Task Force to receive feedback on proposed Overlay Schedules for the RF1 (Single Detached Residential) District and the RF3 (Low Density Redevelopment) District. Parkallen residents organized two additional workshops (June 21 and 23) to further explore housing related issues.

Displays at the Community Celebration Day in McKernan Park

A housing questionnaire related to the proposed Overlay Schedules was prepared and distributed at the May 20, 25 and 26 workshops and a door-to-door survey (10% random sample) was conducted in July, 1993. Absentee landlords were also surveyed on the basis of a 10% random sample.

4. **June 5, 1993**: A Community Celebration Day was organized by the Urban Landscape Task Force. Each of the task forces and the Planning and Development Department, as well as the City's Office of the Environment (Public Works Department) set up information and display centres. This event also included a barbecue and various activities for children.

5. **November 25, 1993:** The Housing Task Force met with representatives from the Edmonton Home Builders' Association and the Urban Development Institute to discuss the proposed Overlay Schedules for the RF1 and RF3 Districts.

6. **January 10, 13, & 19, 1994:** The Community Development Planning Committee presented the draft plan to the Community League Executives in each neighbourhood.

7. **January 22, 1994:** The Community Development Planning Committee presented the draft plan at a community-wide public meeting.

Extensive efforts were made to encourage attendance at the various community planning workshops and the final community-wide public meeting where the draft plan was unveiled. These workshops/meetings were advertised in each of the community league newsletters distributed throughout the community. Also, absentee property owners were mailed invitations to attend the planning workshops, as well as the final community-wide public meeting.

2.6 Study Methodology

The following methodology was used by the task forces in investigating issues related to their respective areas of concern:

1. Consultation with various civic departments (i.e., the Planning and Development Department*, Transportation Department, Community and Family Services Department, Parks and Recreation Department and Police Services);
2. Consultation with target groups, particularly senior citizens and local businesses;
3. Organization of community planning workshops and the dissemination of a housing questionnaire;
4. Exchange and evaluation of ideas and information amongst the members of each task force and the Community Development Planning Committee; and,
5. A review of relevant plans, background reports, studies, policies, etc.

* Demographic and land use data provided by the Planning and Development Department's Socio-economic and Land Use System (SELUS).

2.7 Approval Process

The Plan and associated bylaws to apply Overlay Schedules to the RF1 and RF3 Districts in the community were submitted to City Council for Public Hearings on April 18, 1994. These Public Hearings were continued by City Council on May 30, June 16 and August 15, 1994. At the August 15, 1994 meeting of City Council, the originally proposed Overlay Schedule Bylaws were amended and given first readings. City Council then directed that the amended Overlay Schedule Bylaws and the Plan reflecting these amendments be referred back to the Planning and Development Department for the purpose of advertising and providing notification for new Public Hearings. On October 17, 1994 City Council held the new Public Hearings and then approved the revised Plan and amended Bylaws. The revisions to the Plan and the amendments to the Overlay Schedule Bylaws (Appendices I, II and III) make provisions for a "modest building envelope" approach for the assessment and processing of development permit applications as described in Chapter 5 (Housing Task Force Report).

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Chapter 3
Plan Area

3.1 Historical Development

In the early 1900s, a bustling community existed on the south side of the North Saskatchewan River:

- McKernan and the City of Strathcona became part of Edmonton through amalgamation in 1912.
- The University of Alberta, founded in 1908, was becoming a major focus in the region.
- The University of Alberta Farm was established in the 1930s.
- McKernan Lake, a marshy pond south of 76 Avenue and west of 111 Street, was a busy recreational spot, both summer and winter.
- Between 1913 and 1947, McKernan Lake Streetcar, known as the Toonerville Trolley, operated along 76 Avenue from Calgary Trail to 116 Street. Trolley buses replaced the streetcar in 1948.
- By 1945 development had reached University Avenue and the west side of 109 Street.
- Belgravia, McKernan and Parkallen were substantially developed between 1947 and 1953.
- Walk up apartments were developed during the mid 1950s, with some additional apartment development occurring in 1968, 1974 and 1978.

Boating on McKernan Lake, c. 1913
(Edmonton Archives)

McKernan Lake Line (Toonerville Trolley), c.1916
(Old Stathcona Foundation)

Since 1929, several government, medical and university facilities were built in the south campus area and around the University of Alberta Farm. These facilities continue to be important employment/activity centres influencing surrounding neighbourhoods including Belgravia, McKernan and Parkallen.

- University of Alberta Corbett Hall (1929)
- Aberhart Centre (1950 and 1966)
- Provincial Government Medical Examiner Building (1952)
- Alberta Agriculture Longman Building (1952)
- Alberta School for the Deaf (1955)
- Mewburn Veteran's Hospital (1966)
- Cross Cancer Institute (1967)
- Neil Crawford Provincial Government Centre (1981)
- University of Alberta Hospital (built in phases between 1907 and 1957) and the subsequent opening of the Walter C. Mackenzie Health Sciences Centre (1986)

Belgravia

- Belgravia was named after a fashionable residential section of 19th century London, England.
- At one time, the area was the southwest terminus for the Edmonton Radial Railway.
- The neighbourhood was substantially developed between 1949 to 1951.
- The Southwest Cultural Centre was opened in 1951.
- The Workers' Compensation Board Rehabilitation Centre was built in 1953 and expanded in 1977.
- Belgravia Community League was formed in 1954.
- Belgravia Elementary School was built in 1954.

McKernan

- McKernan was named after James McKernan, a prominent businessman and citizen of the former City of Strathcona.
- McKernan Community League was organized in 1932.
- McKernan was substantially developed between 1945 and 1951, after McKernan Lake was drained in the 1940s.
- The McKernan Elementary/Junior High School was built in 1951, with a new gymnasium being added in 1973.
- The Edmonton School of Ballet operated between 1975 and 1991 in the former St. Peter's Elementary School building.

Skating on McKernan Lake, c. 1913
(Edmonton Archives)

Homes at 76 Avenue and 114 Street, September 1950
(Edmonton Archives)

Parkallen

- Parkallen was named after the land development company responsible for several subdivisions in the area.
- The neighbourhood was substantially developed between 1949 and 1951, although a small area in the northeast dates back to 1911.
- Calgary Trail Community League represented Parkallen residents from 1920 to the 1930s. The Parkallen Community League was organized in 1945.
- The Parkallen Elementary School was built in 1952.

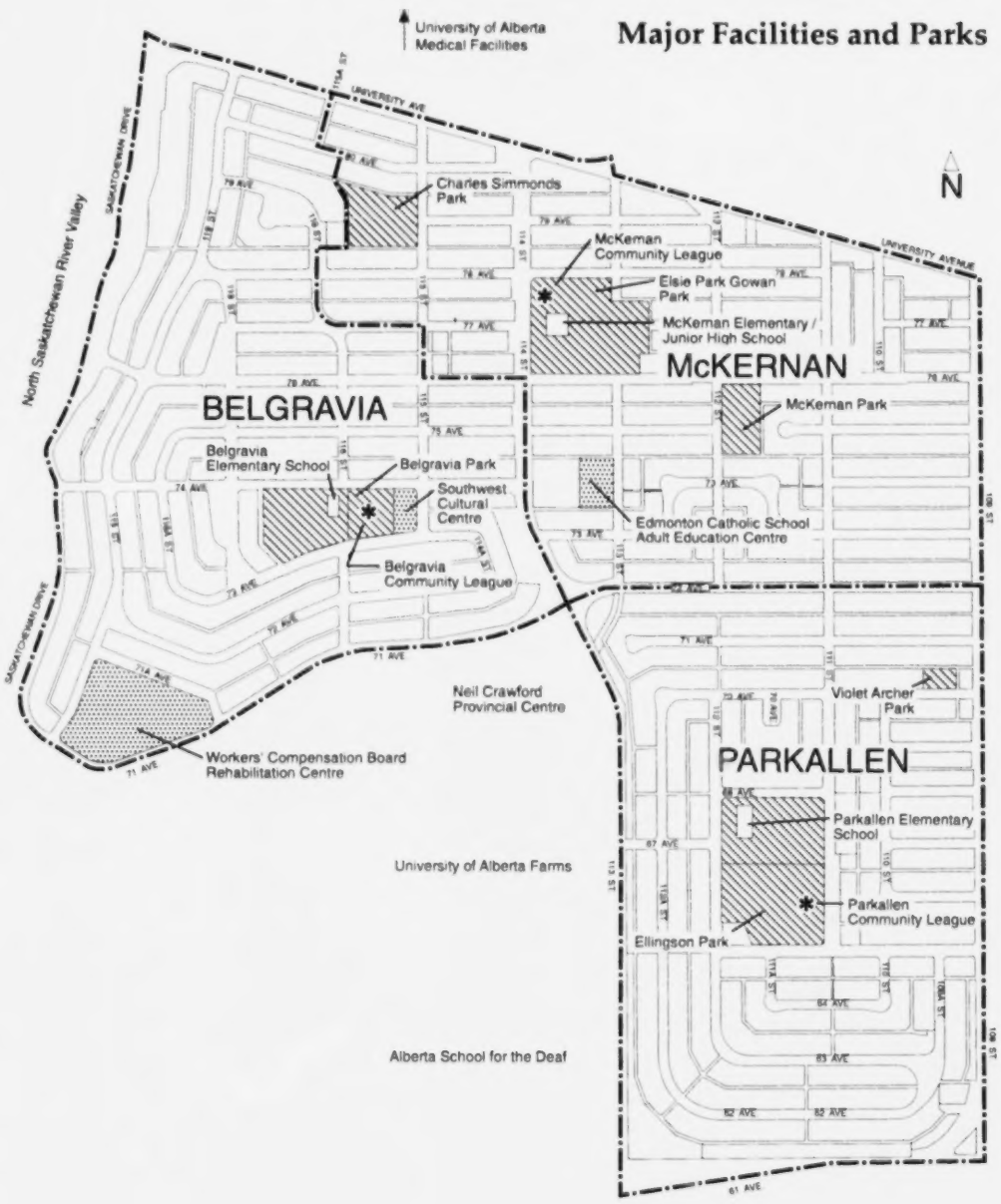
Typical 1950's bungalow

Parkallen playground, c. 1968
(Edmonton Archives)

Typical 1950's bungalows

U of A Campus
(northeast of 114 Street and University Avenue)

Neil Crawford Provincial Centre



3.2 Existing Land Use

Although considered suburbs in the late 1940s and early 1950s, Belgravia, McKernan and Parkallen are now mature inner city neighbourhoods. As part of the post-war housing boom, the neighbourhoods combined both typical and advanced planning styles for the time. The plan area is largely dominated by low density residential land uses, with back lanes and treed boulevards. Now aged over 40 years, the housing stock is in a period of renovation and redevelopment. There is also a mixture of older walk up apartments and newer condominium developments. The neighbourhoods are adequately served by local businesses and centralized school/park sites.

Several major roads border or pass through the plan area. Mature landscaping along arterial and local roadways, on roadway islands and on private property enhance the visual attractiveness of these neighbourhoods.

Landscaping treatment on 114 Street

Landscaped roadway island in McKernan

Belgravia School grounds with new walk up condominium apartment building in the background

Existing Land Use

Data collected December 1, 1993

- One Unit Dwelling
- Two Unit Dwelling
- Multi Unit Dwelling
- Apartment
- Commercial
- Industrial/Utilities
- Transportation
- Open Space/Recreation

Institutional Uses

- School
- Religious Assembly
- Other Institutional

- Vacant/Undeveloped

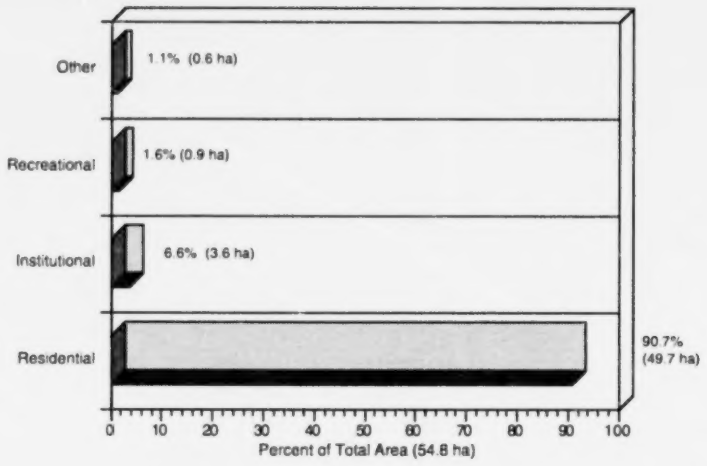
Belgravia

The subdivision design in Belgravia was based on a modified grid and modest curvilinear street pattern. A school/park site and the Southwest Cultural Centre provide a central neighbourhood focal point.

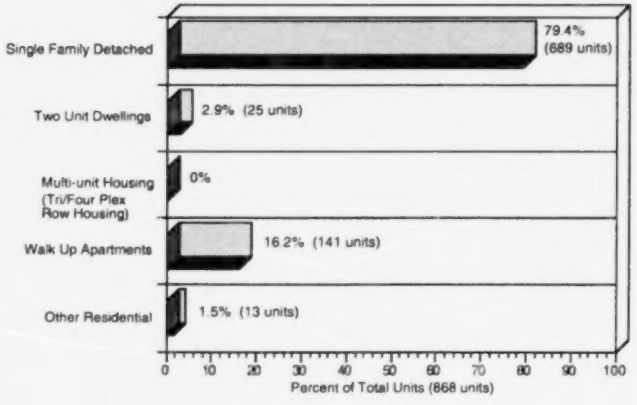
Land use features:

- *Residential land uses dominate Belgravia.*
- *Housing styles primarily include bungalows and two storey houses in a range of sizes. Larger homes are located on properties closest to the river valley.*
- *Belgravia also has a number of walk up apartments clustered in three distinct areas.*
- *Institutional uses include Belgravia Elementary School, two churches, the community league hall, the Southside Cultural Centre and the Workers' Compensation Board Rehabilitation Centre.*
- *The neighbourhood is bordered on the west by the river valley and ravine system.*
- *The neighbourhood has one park: Belgravia Park.*
- *Belgravia does not have any commercial development. However, a small commercial development at 76 Avenue and 115 Street is considered by most Belgravia residents to be their neighbourhood commercial centre, even though it is located within the boundaries of the McKernan neighbourhood.*
- *613 residences in Belgravia (or 75%) are owner occupied, while 204 (or 25%) are renter occupied.*

Belgravia Land Use - 1993



Belgravia Residential Land Use - 1993

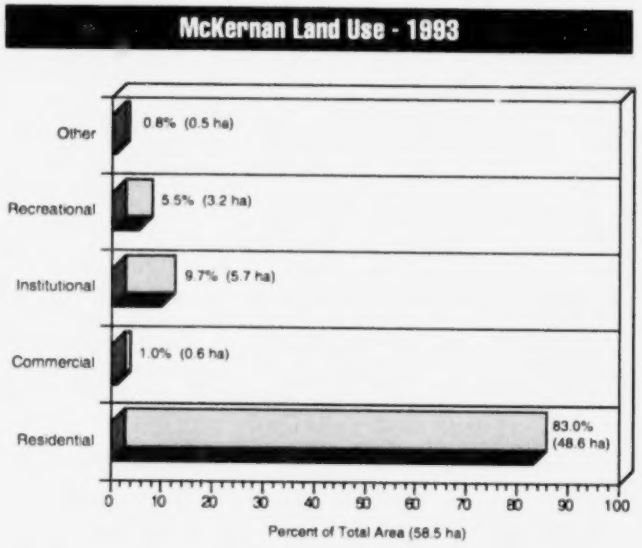


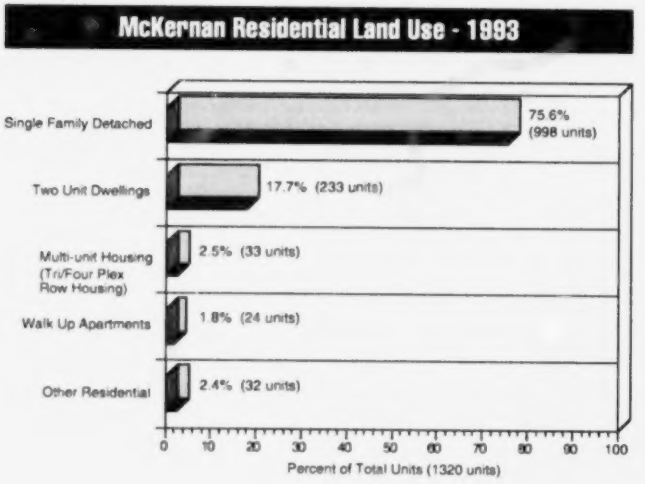
McKernan

The subdivision design in McKernan was primarily based on a grid street pattern, with a slightly modified grid pattern in the southern portion of the neighbourhood. McKernan's school, major park and local shopping centre, located on 76 Avenue west of 112 Street, provide a central neighbourhood focal point.

Land use features:

- *Residential land uses dominate McKernan.*
- *Housing styles primarily include single family bungalows and semi-detached homes.*
- *McKernan has fewer walk up apartments than either Belgravia or Parkallen, but a higher proportion of semi-detached dwellings, as well as tri and four plexes.*
- *The area's institutional uses include McKernan Elementary/Junior High School, four churches, the community league hall and a fire hall. The Edmonton Catholic School Adult Education Centre is located in the former St. Peter's Elementary School.*
- *There are three local parks: McKernan Park, Charles Simmonds Park and Elsie Park Gowan Park.*
- *An established strip commercial development is located at the centre of the neighbourhood along 76 Avenue west of 112 Street; another smaller commercial node is located at 76 Avenue and 115 Street. The neighbourhood also has a small professional office centre located at the southwest corner of 76 Avenue and 112 Street.*
- *548 residences in McKernan (or 47%) are owner occupied, while 616 or (53%) are renter occupied.*



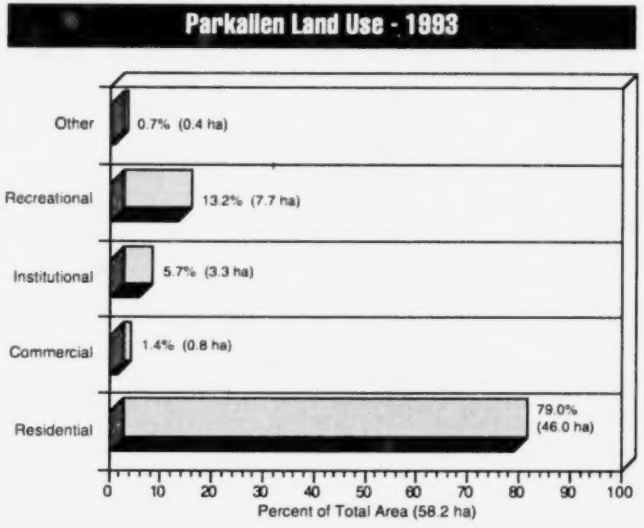

McKernan Residential Land Use - 1993
Single Family Detached
75.6% (998 units)
Two Unit Dwellings
17.7% (233 units)
Multi-unit Housing (Tri/Four Plex Row Housing)
2.5% (33 units)
Walk Up Apartments
1.8% (24 units)
Other Residential
2.4% (32 units)
0 10 20 30 40 50 60 70 80 90 100
Percent of Total Units (1320 units)

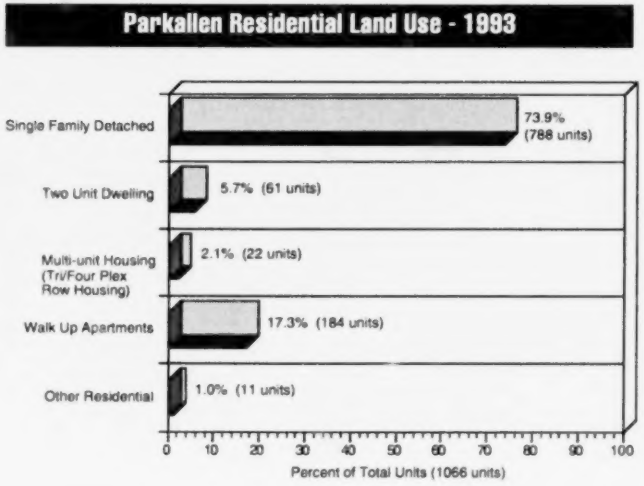
Parkallen

The subdivision design in Parkallen was based on a modified grid street pattern with limited access to adjacent arterial and collector roadways. Parkallen's school/park site, community league hall and neighbourhood commercial centre are centrally located within the neighbourhood.

Land use features:

- *Residential land uses dominate Parkallen.*
- *Housing styles primarily include bungalows and semi-detached homes.*
- *Parkallen has a higher proportion of walk up apartments than either Belgravia or McKernan. All of the apartments are concentrated around the central school/ park site.*
- *Institutional uses include Parkallen Elementary School, two churches and the community league hall.*
- *There are two local parks: Ellingson Park and Violet Archer Park.*
- *Landscaped buffers are located along the abutting arterial roadways of 113 Street and 61 Avenue, as well as along a portion of 109 Street.*
- *Parkallen has a centrally located neighbourhood commercial centre on 111 Street, north of 65 Avenue, as well as some scattered commercial development along 109 Street.*
- *622 residences in Parkallen (or 63%) are owner occupied, while 372 or (37%) are renter occupied.*




Parkallen Residential Land Use - 1993
Single Family Detached
73.9% (788 units)
Two Unit Dwelling
5.7% (61 units)
Multi-unit Housing (Tri/Four Plex Row Housing)
2.1% (22 units)
Walk Up Apartments
17.3% (184 units)
Other Residential
1.0% (11 units)
0 10 20 30 40 50 60 70 80 90 100
Percent of Total Units (1066 units)

3.3 Schools

Belgravia and Parkallen each have a centrally located public elementary school. McKernan has a combination public elementary/junior high school which is also attended by students from the surrounding areas. Catholic school children travel outside the plan area to attend Mount Carmel Catholic Elementary/Junior High School at 76 Avenue and 105 Street.

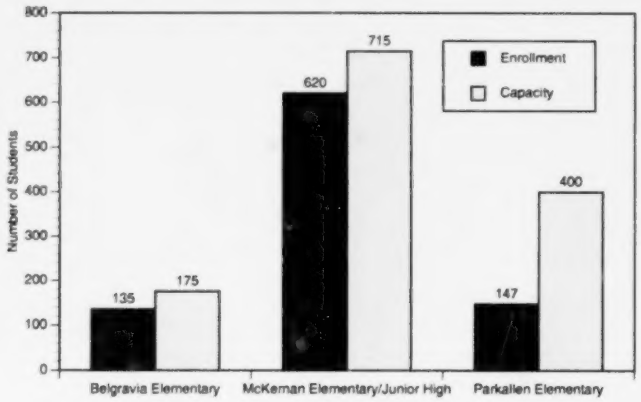
School enrollment in the plan area is expected to remain stable in the next school year. However all three schools are presently operating below their maximum capacities.

Belgravia Elementary School
116 Street and 74 Avenue

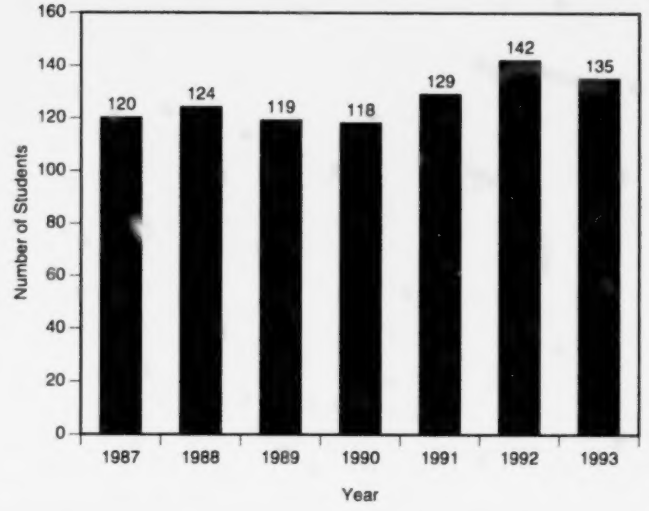
Belgravia

- Belgravia Elementary School, with 135 students on September 30, 1993, is operating at 77% of its capacity of 175 students. Enrollment was down 5% from the previous year.

School Enrollment - September 30, 1993



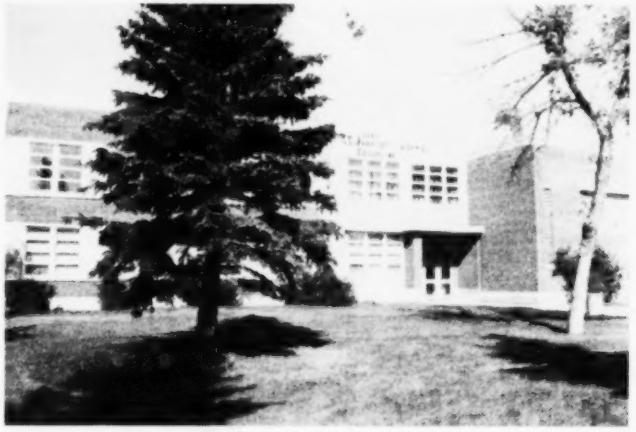
Belgravia Elementary School Historical Enrollment



McKernan

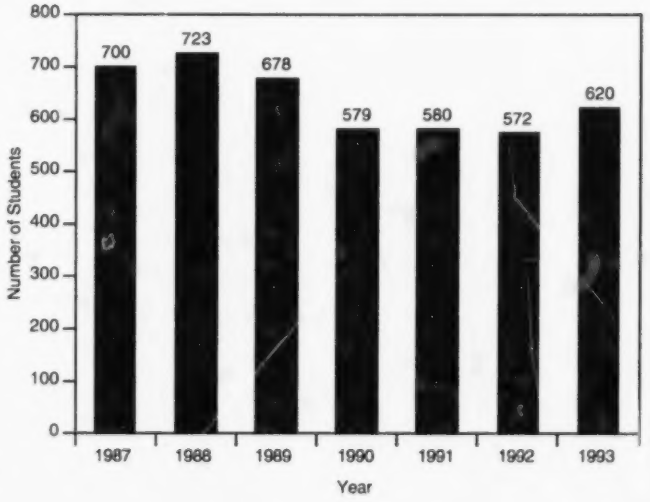
- McKernan Elementary/Junior High School, with 620 students on September 30, 1993, is operating at 87% of its capacity of 715 students. Enrollment rose 8% from the previous year. The school draws students from several surrounding neighbourhoods, for both its regular junior high program and the recent extension of the French Immersion program to the junior high grades.

- St. Peter's Elementary School in McKernan closed in 1975. The building then housed the Edmonton School of Ballet between 1975 and 1991. In late 1992, the Edmonton Catholic School Adult Education Centre began operating in the school building.



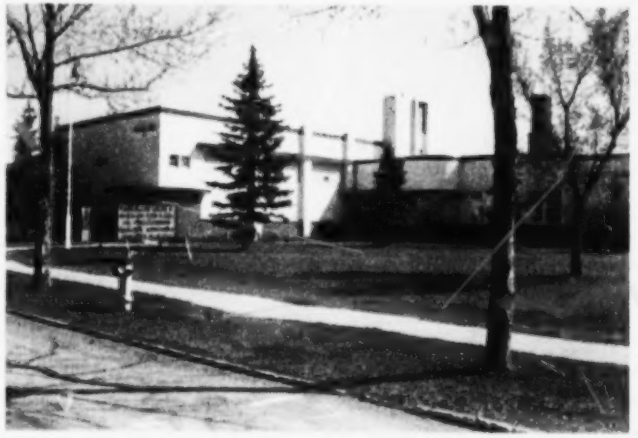
McKernan Elementary/Junior High School
113 Street and 76 Avenue

McKernan Elementary/Junior High School Historical Enrollment



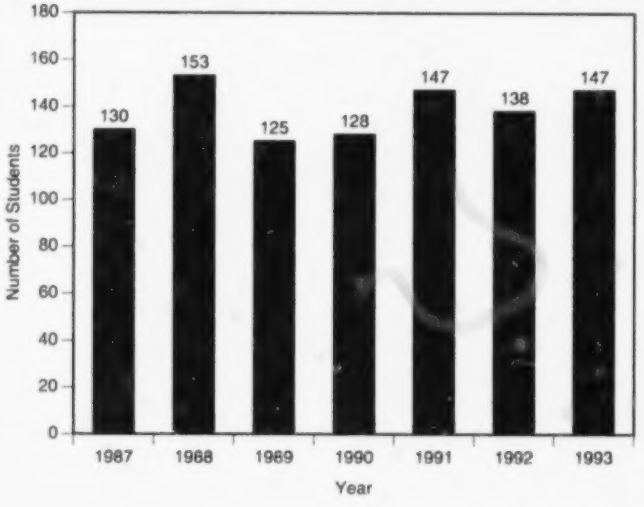
Parkallen

- Parkallen Elementary School, with 147 students on September 30, 1993, is operating at 37% of its capacity of 400 students. Enrollment rose 6% from the previous year. Parkallen Elementary is a designated site for opportunity students (students functioning below their grade level who benefit from smaller classes and special programs). This program draws students from surrounding neighbourhoods. The school building also houses Edmonton Public School Board consulting offices.



Parkallen Elementary School
112 Street and 67 Avenue

Parkallen Elementary School Historical Enrollment



3.4 Parks

The plan area is adequately served by neighbourhood parks. These parks not only provide opportunities for both passive and active forms of recreation, but they also contribute significantly to the visual attractiveness of each neighbourhood. The river valley, particularly for Belgravia and McKernan residents, provides additional opportunities for such activities as walking, hiking, biking and jogging.

All of the local parks have some form of play equipment for young children. McKernan and Ellingson Parks also include wading pools. The Belgravia Community League will be replacing its outdated playground equipment in the summer of 1994. Outdoor skating/hockey rinks are located on each of the community league hall/park sites, with the adjacent public school sites providing baseball diamonds and soccer playing fields.

McKernan Park
112 Street and 75 Avenue

Belgravia Park
73 Avenue and 116 Street

Ellingson Park in Parkallen
111 Street and 65 Avenue

3.5 Development Trends: Residential

Many of the original homes and other forms of residential development in the area are in excess of 40 years old. This factor and the desirability of the area as a place to live and invest has placed Belgravia, McKernan and Parkallen in a phase of renewal; i.e., housing renovations, additions and redevelopments. This pressure for renewal is steady, rather than intense, and is most prevalent in McKernan where there is a large enclave of properties districted RF3 allowing low density redevelopment.

Single detached infill development in McKernan

Single Detached Dwellings

Some homes have been demolished to provide for the construction of new houses, while other houses have been expanded to include a second storey addition. Since 1987, 31 new houses have been constructed and 36 houses have received second storey additions. All of the new houses are much larger than the older houses they replaced.

New House Construction and Additions

(1987 to October 1993)

	New House Construction		Second Storey House Additions	
	No.	Average Total Area	No.	Average Total Area
Belgravia	8	3,004 sq. ft.	16	887 sq. ft.
McKernan	13	2,008 sq. ft.	12	833 sq. ft.
Parkallen	10	1,656 sq. ft.	8	478 sq. ft.

Major renovation including a second storey addition

Semi-detached Dwellings

The RF3 district in McKernan has allowed single detached dwellings to be replaced with semi-detached dwellings. Since 1987, building permits have been issued for four semi-detached dwellings (8 units).

New semi-detached dwellings in Belgravia

Row Housing

Since 1987, two sites in McKernan have been redeveloped for row housing, providing for 10 dwelling units. These projects were built on properties districted RF3.

New row housing in McKernan

Apartments

Some of the original walk up apartments in the plan area are reaching the end of their economic life. In Belgravia, new condominium walk up apartments replaced older apartments in 1990 (27 units) and 1992 (24 and 38 units). The new condominiums are three storey upscale buildings with a higher density than the older apartments they replaced.

Parkallen apartments built in 1954

Belgravia condominium apartments built in 1990

New Multi-Unit Developments

(1987 to October 1993)

	New Multi-Unit Developments (Building Permits Issued)		
	Two Unit (Duplex and Semi-detached)	Row Housing	Apartments
Belgravia	NA	NA	89 Units
McKernan	8 Units	10 Units	NA
Parkallen	NA	NA	NA

NA = Not Applicable

3.6 Development Trends: Commercial

The number of commercial businesses has been relatively stable in Parkallen, but have declined significantly in McKernan in recent years. Most of the commercial development date back to the time when the neighbourhoods themselves were originally developed. Although some recent facade and interior improvements have been made to the central commercial developments in McKernan and Parkallen, there has generally not been any major expansions or site redevelopments in the plan area. The two most recent commercial developments include a gas bar built in 1987 at the southwest corner of 109 Street and 61 Avenue; and a convenience store, restaurant and office development built in 1979 on 109 Street, north of 71 Avenue.

Parkallen Business Centre (111 Street, north of 65 Avenue)

Parkallen Businesses

BUSINESS TYPES	1987		1990		1993 (Sept.)	
	NO.	sq. m	NO.	sq. m	NO.	sq. m
RETAIL AND WHOLESALE TRADE	9	980	11	1,172	9	1,682
FOOD, LODGING AND ENTERTAINMENT	3	475	4	573	4	749
HEALTH AND PERSONAL SERVICES	3	183	3	183	4	423
BUSINESS SERVICES	3	716	1	164	3	251
TOTAL:	**18**	**2,354**	**19**	**2,092**	**20**	**3,105**

McKernan and Parkallen have centrally located business centres which accommodate such commercial uses as grocery/convenience stores, restaurants, bank, bakery, pharmacy and personal service businesses. In addition to these more conventional types of neighbourhood convenience commercial uses, the Parkallen Business Centre also accommodates a dental office (Periodontist) and the McKernan Business Centre has a small storefront church.

McKernan Business Centre (76 Avenue, west of 112 Street)

McKernan Businesses

BUSINESS TYPES	1987		1990		1993 (Sept.)	
	NO.	sq. m	NO.	sq. m	NO.	sq. m
RETAIL AND WHOLESALE TRADE	6	1,813	3	1,339	4	1,469
FOOD, LODGING AND ENTERTAINMENT	1	60	2	116	1	56
HEALTH AND PERSONAL SERVICES	9	1,977	8	1,981	6	292
FINANCE, INSURANCE & REAL ESTATE	2	388	1	379	1	759
BUSINESS SERVICES	4	123	2	107	1	85
TOTAL:	**22**	**4,361**	**16**	**3,922**	**13**	**2,661**

McKernan has two additional and much smaller commercial sites. The McKernan Professional Centre at the southwest corner of 76 Avenue and 112 Street accommodates the offices of a psychologist, lawyer and computer software consultant. Another commercial development, located at the northeast corner of 76 Avenue and 115 Street, accommodates a convenience store and pottery business. This latter development is considered by most Belgravia residents to be their neighbourhood commercial centre as it is adjacent to their eastern boundary and they do not have any convenience commercial development in their neighbourhood.

In addition to Parkallen's centrally located business centre, there are a number of convenience commercial businesses (eg. gas bars, convenience grocery stores, restaurants, etc.) located along 109 Street on the eastern boundary of the neighbourhood.

Neighbourhood Commercial Development in McKernan, adjacent to Belgravia (northeast corner of 76 Avenue and 115 Street)

McKernan Professional Centre (southwest corner of 76 Avenue and 112 Street)

Belgravia•McKernan•Parkallen

Chapter 4 Demographic Composition

4.1 Introduction

Belgravia, McKernan and Parkallen have a combined population of 6,695 people. In the last six years, Belgravia's population has been declining, while McKernan and Parkallen have experienced marginal population growth. Compared to City averages, Belgravia has significantly more adults over 60 years of age. McKernan has significantly more adults 20 to 29 years of age, as well as a very high proportion of post secondary students. Parkallen's age distribution is fairly consistent with City averages; however, it has more adults from 20 to 39 years of age and a relatively high proportion of post secondary students. Within each neighbourhood, there is a high proportion of adult-only households compared to households with children.

4.2 Belgravia

Belgravia's population has been declining in recent years. The 1993 population of 1,960 people is 5.6% or 117 people lower than the 1990 population of 2,077 people. However, the overall decline in neighbourhood population since 1987 has only been 2.4 % or 49 people. The 1987 population was 2,009 people.

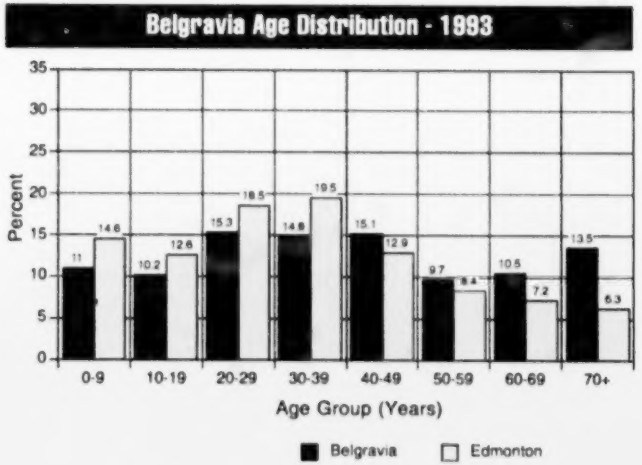
Belgravia's proximity to the University of Alberta makes it an attractive neighbourhood for students and University employees, while its low density residential character makes it a desirable place for young families and seniors. In terms of total households, Belgravia has a high proportion of adult-only households (76.1 %) and a low proportion of

Belgravia Household Composition

HOUSEHOLD TYPE	1987		1990		1993	
	NO.	%	NO.	%	NO.	%
ADULTS ONLY						
SINGLE ADULT	236	27.6	201	24.2	200	24.5
TWO ADULTS	311	36.4	303	36.4	325	39.9
MULTIPLE ADULTS	116	13.6	116	13.9	95	11.7
SUBTOTAL	**663**	**77.6**	**620**	**74.5**	**620**	**76.1**
ADULTS WITH CHILD(REN)						
SINGLE ADULTS WITH CHILD(REN)	17	2.0	24	2.9	15	1.8
TWO ADULTS WITH CHILD(REN)	144	16.8	148	17.8	145	17.8
MULTIPLE ADULTS WITH CHILD(REN)	31	3.6	40	4.8	35	4.3
SUBTOTAL	**192**	**22.6**	**212**	**25.5**	**195**	**23.9**
OTHER	**855**	**100.0**	**832**	**100.0**	**815**	**100.0**

households with children (23.9%). Since 1987, there has been a decrease in adult-only households (6.5% or 43 households); and a marginal increase in households with children (1.6% or 3 households). The high proportion of adult-only households can be attributed to such factors as a relatively large post secondary student population, retired residents and seniors.

Although Belgravia has a high proportion of adult only households, this only represents a population of approximately 1,100 people or 56% of the total neighbourhood population. Families still account for approximately 44% of the total population or 860 people.



Compared to the City's average, Belgravia has:

- fewer pre-school children and fewer children attending kindergarten through grade 6;
- slightly fewer students in junior and senior high school;
- slightly fewer adults aged 20 to 29 and 30 to 39;
- slightly more adults aged 40 to 49 and 50 to 59; and
- significantly more adults aged 60 to 69 and seniors, 70 and over.

Other Characteristics:

- Retired residents account for 16.9% of the neighbourhood, above the City's average of 11.3%.
- Post secondary students account for 12.3% of the neighbourhood, above the City's average of 5.7%.
- Over 58% of residents have resided in their homes five years or more, reflecting a highly stable population well above the City's average of 40.6%.

4.3 McKernan

McKernan has been experiencing marginal population growth in recent years. The 1993 population of 2,525 people is 0.2% (6 people) higher than the 1990 population of 2,519 people and 1.7% or 43 people higher than the 1987 population of 2,482 people.

McKernan's proximity to the University of Alberta and supply of rental accommodation makes it an attractive neighbourhood for students and University employees. The post secondary student population (25.5%) is significantly higher than both Belgravia's (12.3%) and Parkallen's (12.9%), as well as the City's average of 5.7%. McKernan is still predominantly occupied by single detached dwellings and is considered to be a desirable neighbourhood for young families.

Compared to Belgravia and Parkallen, McKernan has the highest proportion of adult-only households (83%) and the lowest proportion of households with children (17%). Unlike Belgravia, there has been a marginal trend in recent years towards more adult-only households and fewer households with children. This can be attributed to an increasing number of two-to-four unit housing developments being constructed within an area of the neighbourhood districted RF3.

Although McKernan has a very high proportion of adult-only households, it only represents a population of approximately 1,700 people or 67% of the total neighbourhood population. Families still account for approximately 33% of the total population or 825 people.

McKernan Household Composition

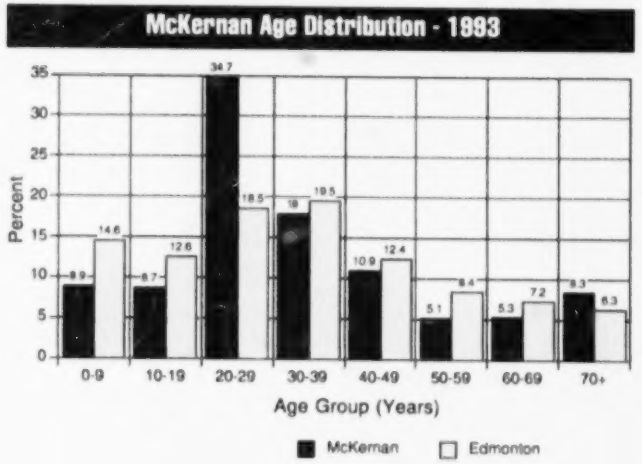
HOUSEHOLD TYPE	1987		1990		1993	
	NO.	%	NO.	%	NO.	%
ADULTS ONLY						
SINGLE ADULT	379	32.9	351	31.0	395	34.1
TWO ADULTS	417	36.2	422	37.3	415	35.8
MULTIPLE ADULTS	134	11.6	150	13.3	150	12.9
SUBTOTAL	**930**	**80.7**	**923**	**81.6**	**960**	**82.8**
ADULTS WITH CHILD(REN)						
SINGLE ADULTS WITH CHILD(REN)	31	2.7	16	1.4	30	2.6
TWO ADULTS WITH CHILD(REN)	155	13.5	157	13.9	150	12.9
MULTIPLE ADULTS WITH CHILD(REN)	30	2.6	36	3.2	20	1.7
SUBTOTAL	**216**	**18.8**	**209**	**18.5**	**200**	**17.2**
OTHER	**6**	**.5**	**0**	**0.0**	**0**	**0.0**
TOTAL	**1152**	**100.0**	**1132**	**100.0**	**1160**	**100.0**

Compared to the City's average, McKernan has:

- fewer pre-school children and fewer children attending kindergarten through grade 6;
- fewer students in junior and senior high school;
- significantly more adults aged 20 to 29;
- slightly fewer adults aged 30 to 39;
- fewer adults aged 40 to 49, 50 to 59 and 60 to 69; and
- slightly more adults aged 70 and over.

Other Characteristics:

- Retired residents account for 12.6% of the neighbourhood, slightly above the City's average of 11.3%.
- Post secondary students account for 25.5% of the neighbourhood, significantly above the City's average of 5.7%.
- Over 37% of residents have resided in their homes five years or more, just below the City's average of 40.6% reflecting the more transient student population in the neighbourhood.



4.4 Parkallen

Parkallen's population has remained relatively stable in the last six years. The 1993 population of 2,210 people is only 0.4% or 9 people lower than the 1990 population of 2,219 people and 2.4% or 52 people higher than the 1987 population of 2,158 people.

Parkallen has a high proportion of adult-only households (77%) and a low proportion of households with children (23%). The relationship between these two household categories has remained fairly constant and is similar to that found in Belgravia.

Many of the adult-only households are located within the sixteen walkup apartment buildings adjacent to the centralized school/park site. Parkallen's low density residential character and associated amenities makes it a very desirable area for young families.

Similar to Belgravia, Parkallen's high proportion of adult-only households represents only 1330 people or 60% of the total neighbourhood population with families accounting for approximately 40% or 880 people.

Parkallen Household Composition

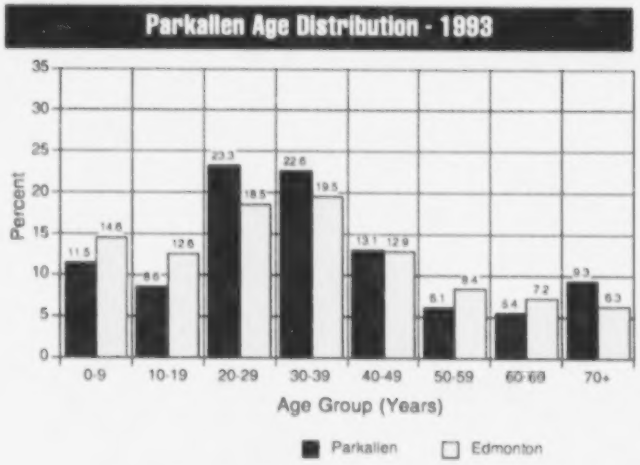
HOUSEHOLD TYPE	1987		1990		1993	
	NO.	%	NO.	%	NO.	%
ADULTS ONLY						
SINGLE ADULT	330	33.7	343	34.0	340	34.2
TWO ADULTS	320	32.7	330	32.7	315	31.7
MULTIPLE ADULTS	93	9.5	97	9.6	110	11.1
SUBTOTAL	**743**	**75.9**	**770**	**76.3**	**765**	**77.0**
ADULTS WITH CHILD(REN)						
SINGLE ADULTS WITH CHILD(REN)	40	4.1	31	3.1	25	2.5
TWO ADULTS WITH CHILD(REN)	170	17.3	175	17.4	175	17.6
MULTIPLE ADULTS WITH CHILD(REN)	25	2.6	31	3.1	30	3.0
SUBTOTAL	**235**	**24.0**	**237**	**23.6**	**230**	**23.0**
OTHER	**2**	**.2**	**1**	**0.1**	**0**	**0.0**
TOTAL	**980**	**100.0**	**1008**	**100.0**	**995**	**100.0**

Compared to the City's average, Parkallen has:

- fewer pre-school children and fewer children attending kindergarten through grade 6;
- fewer students in junior and senior high school;
- more adults aged 20 to 29 and 30 to 39;
- similar number of adults aged 40 to 49;
- fewer adults aged 50 to 59 and 60 to 69; and
- more adults aged 70 and over.

Other Characteristics:

- Retired residents account for almost 13% of the neighbourhood, above the City's average of 11.3%.
- Post secondary students account for nearly 13% of the neighbourhood, above the City's average of 5.7%.
- Nearly 45% of residents have resided in their homes five years or more, reflecting a highly stable population above the City's average of 40.6%.



People Working Together
Belgravia•McKernan•Parkallen

Chapter 5
Housing Task Force Report

Housing Task Force

5.1 Vision Statement:

Generally maintain the low density residential character of the area while at the same time providing opportunities for the sensitive integration of higher density infill redevelopment on a selective basis, for a wide range of housing needs.

Housing Task Force meeting

5.2 Principles

The Housing Task Force formulated the following principles which guided its investigation of housing related issues and the development of strategies for the resolution of these issues:

1. **Recognize and respond to the housing needs (social and physical) and preferences of individuals and the community as a whole.**

   Residential development should respond to such factors as varying household characteristics; varying age and income levels; and individual preferences for length of residency, housing tenure (rent/own) and type of building form.

2. **Respect the democratic rights of individuals and the community in the planning process.**

   Individuals who are directly affected by a proposed development, as well as the wider community, should have early and meaningful input in the planning of proposed developments.

3. **Maintain and enhance the residential character and visual continuity of the community.**

   Residential development should generally maintain the existing low density residential character of the area, and ensure that changes fit into the built form of the adjacent streetscape (i.e., maintain a sense of continuity/cohesion throughout the community).

5.3 Residential Land Uses

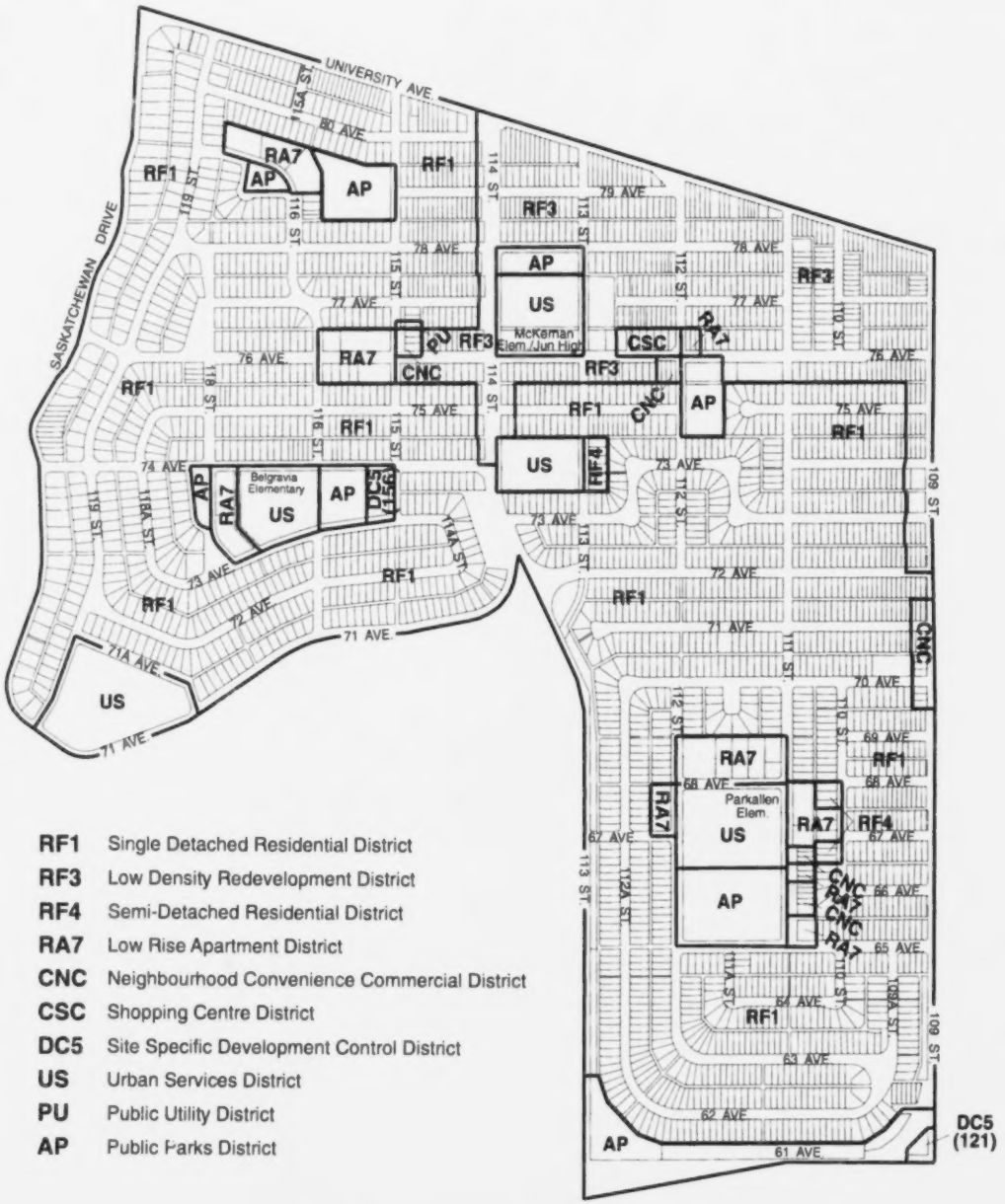
With the exception of a few isolated properties districted RF4 (Semi-detached Residential) District, housing in the plan area is regulated by three land use districts; i.e., the RF1 (Single Detached Residential) District, RF3 (Low Density Redevelopment) District and RA7 (Low Rise Apartment) District. The Housing Task Force evaluated the appropriateness of these three land use districts in the context of the previously outlined principles and vision statement, as well as the direction it received from the community through the planning workshops and a housing questionnaire. In this regard, the task force concluded:

1. That Overlay Schedules are required to supplement the development regulations of the RF1 and RF3 Districts to ensure that the infill housing allowed by these districts is developed to a high standard of appearance, compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

2. That the Overlay Schedules should provide an appropriate balance in terms of protecting the low density residential character of the community, as well as providing the flexibility to accommodate larger forms of housing through the application of appropriate regulatory controls and by providing opportunities for public input during the development permit review process.

3. That the recently approved amendments to the RA7 District will ensure that the apartment and row housing development allowed by the district is compatible with existing or future single detached housing where it is allowed on an abutting property as a permitted use.

LAND USE DISTRICTS



RF1	Single Detached Residential District
RF3	Low Density Redevelopment District
RF4	Semi-Detached Residential District
RA7	Low Rise Apartment District
CNC	Neighbourhood Convenience Commercial District
CSC	Shopping Centre District
DC5	Site Specific Development Control District
US	Urban Services District
PU	Public Utility District
AP	Public Parks District

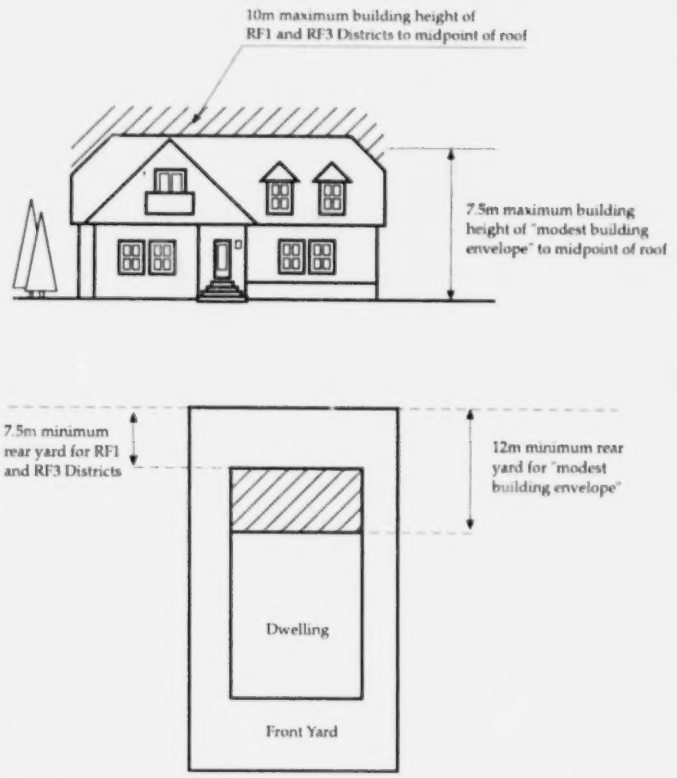
5.4 Overlay Schedules

An Overlay schedule is a land use control mechanism that provides additional development controls to those already applied to a property by a standard land use district. The purpose of an Overlay Schedule is to achieve certain land use or special purpose objectives which can not be assured through the application of the development regulations of the underlying land use district.

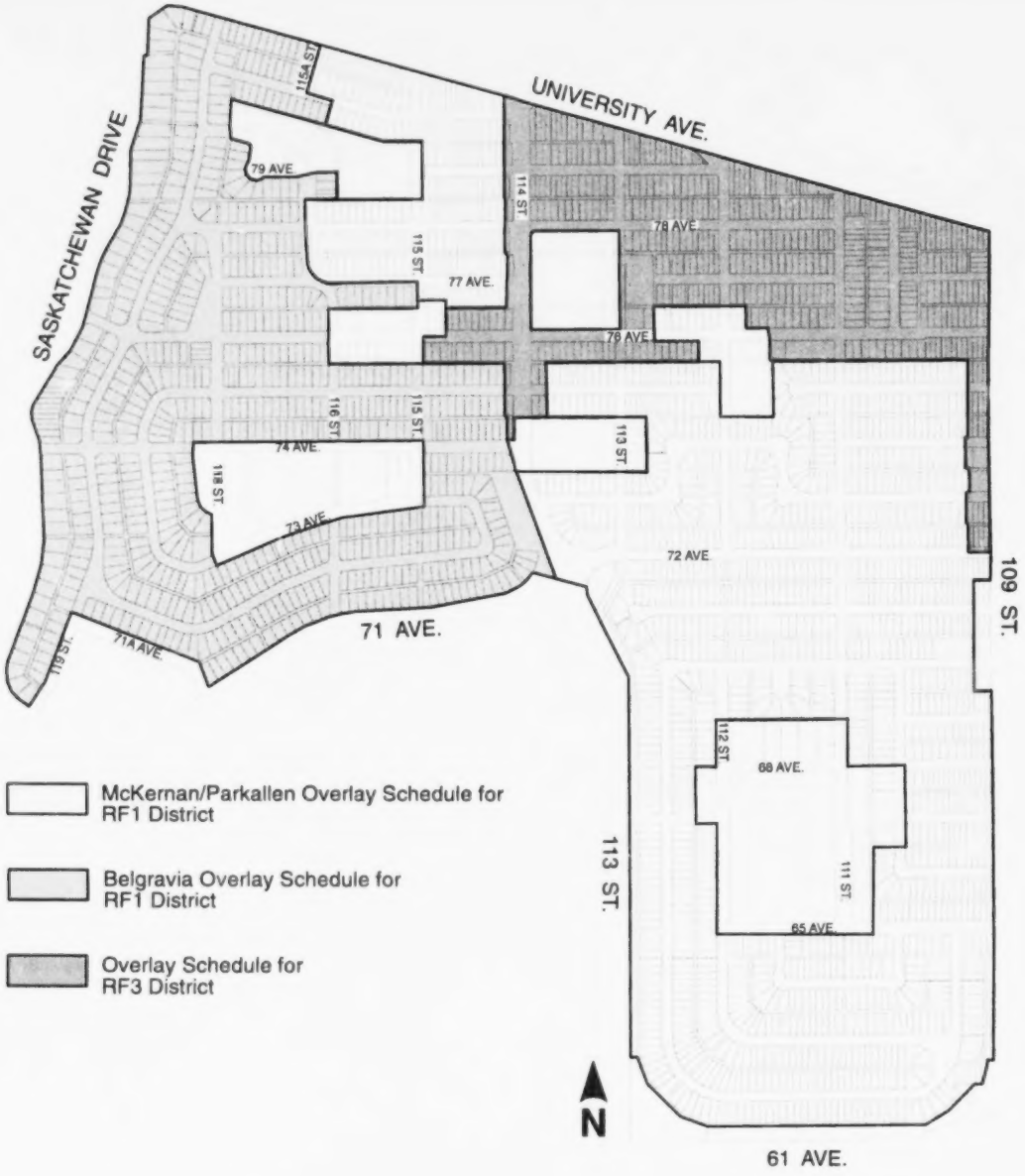
The Housing Task Force prepared three Overlay Schedules: (1) an Overlay Schedule for properties in Belgravia districted RF1 (Appendix I), (2) an Overlay Schedule for properties in McKernan and Parkallen districted RF1 (Appendix II) and (3) an Overlay Schedule for properties in Belgravia and McKernan districted RF3 (Appendix III). Although the RF3 Overlay Schedule is applied to all properties in the community that are districted RF3, its primary area of application is an enclave of RF3 districted properties in McKernan. There are only 15 properties with this land use designation in Belgravia and Parkallen does not have any properties districted RF3. The vast majority of the properties in the community are districted RF1.

The Overlay Schedules incorporate a reduced or "modest building envelope" approach for the assessment and processing of development permit applications. Although the Belgravia RF1 Overlay Schedule and the RF3 Overlay Schedule contain a few additional criteria defining the modest building envelope, the primary criteria or parameters included in all the Overlay Schedules are a maximum building height of 7.5 m (24.6 ft.) and a minimum rear yard of 12 m (39.4 ft.). The underlying RF1 and RF3 Districts presently allow a maximum building height of 10 m (32.8 ft.) and a minimum rear yard of 7.5 m (24.6 ft.).

Building Height and Rear Yard Parameters of Modest Building Envelope


10m maximum building height of RF1 and RF3 Districts to midpoint of roof
7.5m maximum building height of "modest building envelope" to midpoint of roof
7.5m minimum rear yard for RF1 and RF3 Districts
12m minimum rear yard for "modest building envelope"
Dwelling
Front Yard

OVERLAY SCHEDULES



A development permit will be issued without any form of public consultation if a proposed development complies with the parameters defining the modest building envelope and the other applicable development regulations of the Land Use Bylaw. However, larger forms of housing which exceed the limits of the modest building envelope will require a public consultation process as part of the development permit review process, as well as the application of architectural controls. The rationale for this approach is that housing that falls within the limits of the modest building envelope will generally be compatible with the existing smaller older housing stock and, therefore, should not be subjected to a more time consuming and onerous development permit review process. Conversely, larger forms of housing exceeding the limits of the modest building envelope could potentially have an adverse impact on adjacent smaller housing and, therefore, should require a more thorough review process involving both public consultation and the application of architectural controls.

Although the Belgravia RF1 Overlay Schedule and the RF3 Overlay Schedule specify additional controls, the principal architectural controls that will be applied in reviewing development proposals that do not comply with the criteria or parameters defining the modest building envelope are as follows:

> *"Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development shall incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:*
>
> *a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;*
>
> *b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;*
>
> *c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,*

This new semi-detached dwelling in McKernan would comply with the architectural controls of the RF3 Overlay Schedule

d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades."

The public consultation provisions that apply to development proposals that do not comply with the parameters of the modest building envelope specified by each Overlay Schedule or any of the applicable development criteria specified by the Land Use Bylaw are as follows:

"Development permit applications shall include:

a) proof that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application...and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

b) a narrative which is to include:

i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Design Criteria of this Overlay Schedule. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with this Overlay Schedule."

For the RF1 Overlay Schedules, the area of application for the above public consultation provisions is each assessed owner of land abutting the site, in addition to the applicable Community League President. For the RF3 Overlay Schedule, there is a similar area of application for proposed single detached, semi-detached and duplex housing. However, the higher intensity multiple housing uses (eg. four unit apartment and row housing development) allowed by the RF3 District require consultation with all land owners within 30 m of the boundary of the site where the proposed development will be located.

The public consultation provisions contained in the Overlay Schedules do not relinquish the Development Officer's authority to determine the disposition of a development permit application, nor do they require that the developer compromise his development objectives in response to concerns raised by the community. Rather, the intent of these provisions is to create an opportunity for dialogue between the developer and the community to determine whether concerns, if any, can be addressed prior to the submission of a development permit application. Presently, the Land Use Bylaw does not require public consultation of this nature nor at this early stage of the development review process. It is hoped that this approach will make the development permit process less adversarial and more proactive to the benefit of both the developer and the community; and, possibly, reduce the number of appeals to the Development Appeal Board.

It is anticipated that most new development and renovations will comply with the modest building envelope criteria and other applicable development regulations of the Land Use Bylaw. Therefore, in most instances, development proposals will not involve the application of architectural controls or require public consultation as part of the overall development permit review process. In the absence of these provisions, the local Community Leagues will be preparing a "Good Neighbour Guide" encouraging local residents and home builders to consult on a voluntary basis with adjacent property owners before making major additions or building new homes even though such development would comply with the modest building envelope parameters of the applicable Overlay Schedule. Among other things, the guide will include sketches suggesting various design alternatives for making development attractive and for enhancing the integration of larger forms of development into the established low scale residential character of the community. The guide will also reference other relevant sources of information, some of which will be made available on loan from the Community Leagues. In conclusion, the Overlay Schedules provide an appropriate balance in terms of protecting the low density residential character of the community, which is highly valued by its residents; while, at the same time, allowing the flexibility to accommodate larger forms of infill redevelopment and major additions through the application of appropriate regulatory controls (i.e.; architectural controls) and by providing opportunities for public input. Furthermore, the "Good Neighbour Guide" will provide general design guidance for development proposals that do not invoke the provisions of the Overlay Schedules relating to the application of architectural controls and public consultation.

The following sections in this chapter outline some of the additional development criteria that are applicable to the individual Overlay Schedules.

5.5 RF3 Overlay Schedule

The Overlay Schedule for the RF3 District does not alter the range of uses allowed by this district, which include single detached, duplex and semi-detached housing, as well as apartment and row housing development to a maximum of four units per building.

The "general purpose" stated in the RF3 Overlay Schedule is:

> *"To supplement the regulations of the RF3 (Low Density Redevelopment) District with design criteria ensuring that the variety of low density infill housing allowed by this District is developed to a high standard of appearance and is compatible, to the extent possible, with adjacent development."*

In addition to the application of architectural controls as outlined in the previous section, the RF3 Overlay Schedule does not allow front drive vehicular site access where lanes are available regardless of whether the proposed development complies with the parameters defining the modest building envelope.

Front driveways and curb crossings often displace mature trees, particularly boulevard trees, and reduce the front yard space available for the planting of trees and other forms of landscaping treatment. The tree-lined local roadways and on-site mature trees are perhaps the most important visual feature of the area. In fact, almost all of the properties districted RF3 are located on roadways with treed boulevards, which further accentuates the need for the type of access restrictions specified by the RF3 Overlay Schedule.

Mature trees enhance the visual attractiveness of local roadways

Front drive access reduces the opportunity for on-site landscaping

Also, as part of the definition of the modest building envelope, the RF3 Overlay Schedule includes the following architectural and landscaping controls:

1) *"For Row Housing and Semi-detached Housing, individual units shall be recessed/ projected in relationship to adjacent dwelling units within the same development to create a strong unit identity, thereby preserving, to the extent possible, the general character of the streetscape.*

2) *Duplex Housing shall be designed in a manner that creates the image of a single detached dwelling when viewed from an adjacent roadway, other than a lane.*

3) *Accessory buildings visible from abutting public roadways, other than a lane, shall be designed in a manner which creates a sense of architectural harmony with the associated principal building. This may be achieved by utilizing similar or compatible exterior materials, colours and architectural details on both the principal and accessory buildings.*

4) *On-site parking areas for three or more vehicles shall be visually screened from abutting sites and public roadways, other than a lane, through the use of landscaping treatment or a combination of landscaping and other forms of screening, to the satisfaction of the Development Officer."*

An alternative strategy in addressing the potential impacts of the higher intensity multiple housing uses allowed by the RF3 District could have been to "down zone" the area districted RF3, eliminating these types of uses (eg. semi-detached, duplex, apartment and row housing). However, this alternative would not be consistent with the vision statement and associated principles formulated by the Housing Task Force which supports a variety of housing forms. This variety of housing would not only accommodate a wider range of income levels and household types, but would also increase the area's overall population. Among other things, this additional population would be able to take advantage of the public services and facilities, particularly schools, that are currently not fully utilized; as well as other opportunities (employment, public transit, etc.) associated with the area.

5.6 RF1 Overlay Schedules

Unlike the RF3 District, the RF1 District does not allow multiple housing. Rather, it is a land use district that is restricted almost exclusively to single detached residential development.

The "general purpose" stated in each of the two Overlay Schedules for the RF1 District is:

> *"To supplement the regulations of the RF1 (Single Detached Residential) District with development criteria ensuring that the infill housing allowed by this District is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape."*

Separate Overlay Schedules for the RF1 District were required for Belgravia and McKernan/Parkallen, as Belgravia and McKernan/Parkallen have different streetscape characteristics or qualities; and one of the objectives of the RF1 Overlay Schedules is to preserve these qualities. Therefore, the RF1 Overlay Schedule for Belgravia had to include different development criteria than the RF1 Overlay Schedule for McKernan/Parkallen, even though they both involve the same underlying land use district and have similar objectives.

In terms of streetscape differences, Belgravia has very few roadways with boulevards and a number of houses with front drive access and attached garages. Conversely, McKernan and Parkallen have mainly roadways with treed boulevards (i.e.; the space between the curb and sidewalk on which trees have been planted) and very few houses with front drive access and attached garages. In recognition of these streetscape characteristics and respective neighbourhood preferences, the McKernan/Parkallen RF1 Overlay Schedule prohibits front drive access where lanes are available for all new development, regardless of whether it complies with the parameters defining the modest building envelope. The Belgravia RF1 Overlay Schedule, on the other hand, allows attached garages with front drive access within the definition of the modest building envelope provided that the attached garages meet other development criteria. These criteria specify that a front drive attached garage can not be wider than 35% of the site width, to a maximum of 8 m and can not project more than 1 m beyond the main front facing exterior wall of a house. These two provisions will control, within reasonable limits, the amount of front yard space occupied by driveways, thereby minimizing the disruption to the adjacent streetscape and maximizing the amount of front yard space available for landscaping purposes. Furthermore, by limiting the allowable width of an attached garage with front access, an incentive is created, for those who may want larger garages, to build a detached garage off the rear lane, if available.

RECOMMENDATIONS:

1. That City Council approve the Overlay Schedules for the RF1 and RF3 Districts as outlined in Appendices I, II and III.

AUTHORITY:
City Council

Implementation:
The Planning and Development Department.

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2. That a "Good Neighbour Guide" be prepared and periodically distributed to community residents to provide advice regarding sensitive and quality residential redevelopment.

Implementation:
The Belgravia, McKernan and Parkallen Community Leagues.

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3. That the community leagues take a proactive role in providing information and advice to residents, property owners and city planners in matters related to housing.

Implementation:
The Belgravia, McKernan and Parkallen Community Leagues.

People Working Together
Belgravia • McKernan • Parkallen

Chapter 6
Circulation Task Force Report

Circulation Task Force

6.1 Vision Statement:

Enhance an urban lifestyle that promotes walking, cycling and the use of public transit for residents and non-residents, and which minimizes the use of the private automobile.

Circulation Task Force meeting

6.2 Principles

The Circulation Task Force formulated the following principles which guided its investigation of circulation/transportation related issues and the development of recommendations:

1. **Minimize the use of local and collector roadways by vehicular traffic not originating in or destined to the community.**

   Non-residential (commuter) traffic should be discouraged from travelling on local and collector roadways within the community.

2. **Minimize the impact of arterial and collector roadway traffic on the community.**

   Roadways with high traffic volumes should be designed to facilitate safe pedestrian crossings and to minimize adverse impacts (visual, noise and air pollution) to adjacent residents.

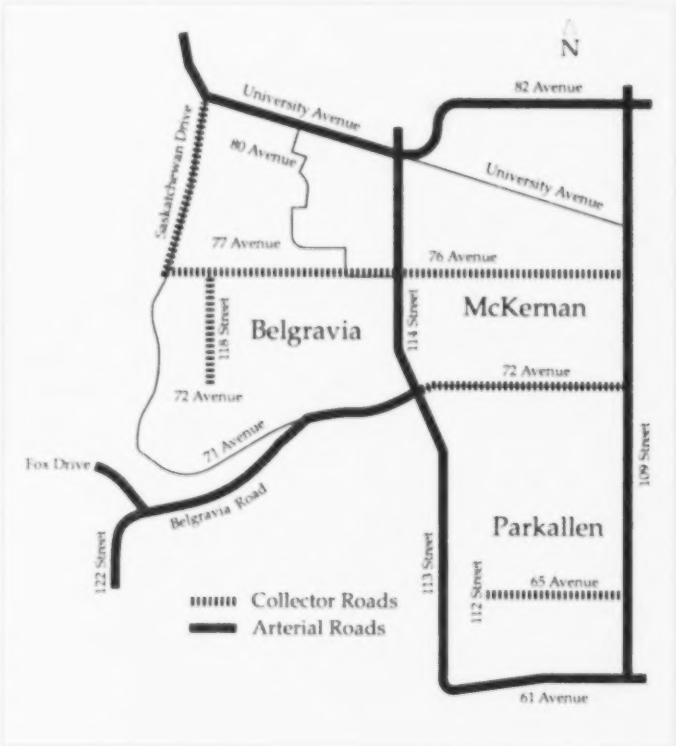
3. **Promote a balanced transportation system which encourages walking, cycling and the use of public transit.**

   The expansion of the arterial roadway network would become a disruptive influence affecting the viability of McKernan, Belgravia, and Parkallen. However, the use of alternative forms of transportation should be encouraged through improvements to the public transit system and bicycle commuter network, thereby reducing traffic demands on the arterial roadway network. Also, roadways should be designed to facilitate the safe movement of pedestrians and cyclists.

6.3 Roadway Network

For the most part, arterial and collector roadways define the boundaries of each neighbourhood. Arterial roadways include University Avenue (west of 113 Street), 61 Avenue, 113 Street (south of 72 Avenue), 114 Street, 109 Street and Belgravia Road. Collector roadways include Saskatchewan Drive (north of 76 Avenue), 76 Avenue, 65 Avenue and 72 Avenue (east of 114 Street) and 118 Street (south of 76 Avenue).

Traffic signals are located at all major intersections. Pedestrian crosswalk signals are located at various intersections to improve pedestrian safety.



6.4 Transportation Planning: A Historical Overview

Historically, the Belgravia and McKernan Community Leagues, and more recently, the Parkallen Community League have been working with the Transportation Department in addressing both common and neighbourhood specific transportation issues. Each community league has established a traffic committee for this purpose; and, over the past decade, these committees have been involved in such major transportation planning projects/issues as the following:

1. South LRT Planning;

2. 114 Street Roadway Planning and Design;

3. The Keillor Road Evaluation Process; and,

4. McKernan/South Garneau/Parkallen Traffic Plan.

The participatory planning processes associated with these projects/issues were initiated before the commencement of this community planning project and, for the most part, were concluded prior to its completion. Several members of the Circulation Task Force were active members of one or more of these other planning processes. It was through these common members that the task force monitored and periodically provided feedback to the various committees dealing with these other transportation planning matters. These individuals or common members provided the Circulation Task Force with progress reports at each task force meeting which were held on approximately a monthly basis throughout the planning process.

A brief summary of these major transportation planning projects/issues, which the Circulation Task Force was not directly involved in, is provided in Sections 6.5 to 6.8. They have been included in this plan document so that the community will have a consolidated record for its future reference; and as a way of acknowledging the significant contribution made by community members through their volunteer efforts. These sections are followed by a discussion of the issues that the Circulation Task Force dealt with through its planning efforts, which primarily related to traffic and pedestrian/bicycle safety concerns involving arterial and collector roadways. The mandate of the task force did not include traffic/transportation issues involving local roadways, as they tend to have localized or neighbourhood-specific impacts. Historically, these types of issues have been dealt with by the applicable community league.

RECOMMENDATION:

That the community leagues continue to work cooperatively on shared issues involving arterial and collector roadways; and continue to work separately on local issues which do not have an impact on adjacent neighbourhoods.

Implementation:

The Belgravia, McKernan and Parkallen Community Leagues.

6.5 South Light Rail Transit (SLRT) Planning

The community had a number of concerns related to the proposed extension of the South LRT from the University Station to the Neil Crawford Provincial Centre along 114 Street. These concerns included:

1. The location of the portal where LRT would surface to grade;

2. Pedestrian crossing of 114 Street and the LRT right-of-way;

3. Traffic impacts to 114 Street resulting from LRT operation; and,

4. Social impacts of the LRT on the adjacent community.

At the regular meeting of City Council on June 12, 1991 the following motion was passed:

> *"That the Transportation Department establish a process that includes consultation groups, the University of Alberta Hospitals and other affected community groups to obtain consent to an at grade alignment of LRT and station on the Hospital's property and that the Transportation Department report its progress to the Executive Committee regularly."*

In response to City Council's directive, the South LRT Steering Committee was organized with representation from the Belgravia and McKernan Community Leagues, the Transportation Department and various other relevant stakeholders. City Council at its July 13, 1993 meeting received the steering committee's final report and proposed concept plan as information, and directed the Transportation Department to prepare the required amendment to the Transportation System Bylaw. Tentatively, this bylaw amendment incorporating the concept plan will be presented to City Council for consideration and a public hearing in early 1994.

The steering committee report to City Council contained the following conclusions and recommendations that were agreed to by all its members, including the Belgravia and McKernan Community Leagues, and the Transportation Department:

"The SLRT Steering Committee has reached consensus on the following items within the limitations of the council directive which precludes the consideration of a fully below grade alignment (which is the preference of a number of the parties). The committee recommends that City Council accept them in their entirety:

1. *The Do Nothing option is not acceptable and the committee recommends that the City of Edmonton proceed, as quickly as possible, to complete the existing line to the Southgate Transit Centre.*

2. *Surface LRT must be designed, constructed and operated in a community friendly manner in the 114 Street corridor. This would include consideration, and the possibility of implementation, of:*
   - *low curb height platforms for stations, with at grade tracks*
   - *fewer barriers to pedestrian flow across LRT tracks*
   - *operational speeds which recognize that this is a high pedestrian area*
   - *added vehicle access from 114 Street to the west side of LRT, between 87 Avenue and University Avenue*
   - *potential for building over LRT right of way, providing for development above the tracks*
3. *All infrastructure elements of proposed LRT alignments be developed with input from a design team that includes additional technical expertise, stakeholders and the City of Edmonton staff.*
4. *The decision to locate an at grade station at 76 Avenue will be resolved by the communities of Belgravia and McKernan after the communities, the City of Edmonton staff and other stakeholders complete an assessment of its potential impacts.*
5. *As the City of Edmonton proceeds with LRT development, a multi-functional planning team be formed (including City of Edmonton staff, local community members and expert resource people) to resolve problems relating to the design and construction of LRT alignments.*
6. *The City of Edmonton undertake, and complete, detailed social impact assessments during the preliminary engineering phase for any LRT alignments. Such assessments must be completed by independent consultants with significant input from the affected communities.*
7. *The option with a portal at the south end of the Jubilee parking lot (alternative 4) is rejected since the station is located too far south from the prime use facility and because of the awkwardness of the above grade pedestrian connections.*
8. *The steering committee recognizes that Alternative 5 (portal location by the Jubilee parking lot entrance) is the least costly option and concurs that this option should proceed to preliminary design. However questions remain as to whether or not the associated impacts can be mitigated. If, during the preliminary design phase, it becomes apparent that those impacts cannot be mitigated to the satisfaction of the stakeholders listed below it is agreed that there will be a reassessment of all technically feasible options.*

- *City of Edmonton*
- *Garneau Community League*
- *University of Alberta*
- *Windsor Park Community League*
- *McKernan Community League*
- *Alberta Public Works Supply and Services*
- *Alberta Cancer Board/Cross Cancer Institute*
- *Red Cross Blood Centre*
- *University of Alberta Hospitals*
- *Belgravia Community League*
- *Edmonton Public Schools"**

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* The Circulation Task Force supports the above conclusions and recommendations of the South LRT Steering Committee.

6.6 The 114 Street Roadway Planning/Design and Surplus Lands

In the early 1980s, the Transportation Department began evaluating the need to modify 114 Street to accommodate increased traffic demands and the future extension of South LRT. In response to the department's initial proposals, residents of Belgravia, McKernan and Parkallen became involved in various consultative planning processes. The affected neighbourhoods evaluated a number of different proposals related to 114 Street. The approach for the reconstruction of the 114 Street corridor was approved by City Council on February 26, 1991. The following modifications were completed by October 1992:

1. Replacement of the traffic circles on 114 Street at Belgravia Road and University Avenue by signalized intersections;

2. Intersection channelization taking into account the restriction of Keillor Road to pedestrian and bicycle use; and,

3. Reconstruction of 114 Street to four lanes with left turning lanes at 76 Avenue.

114 Street north of Belgravia Road and 72 Avenue

114 Street south of University Avenue

The entire portion of the 114 Street road right-of-way is not required to accommodate the existing four lane roadway and future LRT tracks. The Circulation Task Force, and the Belgravia and McKernan Community Leagues are concerned that these surplus lands may be used to accommodate future modifications without prior consultation with the community. In response to this concern, City Council on June 26, 1990 concurred in the following motion:

> *""That the buffer strips along 114 Street...be transferred into passive park use through a redistricting to a Public Parks (AP) land use designation."*

A review of the Planning Act revealed that the redistricting of the surplus lands to AP (Public Parks) District or any other land use district would not achieve the intent of the above motion. The Planning Act does not require a public hearing process and related notification procedure for lands cancelled into road right-of-way, regardless of the underlying land use district. Therefore, another approach is required to ensure that the community is provided with early and meaningful consultation opportunities when roadway design changes are being considered for this roadway, as well as any of the other arterial roadways bordering the community.

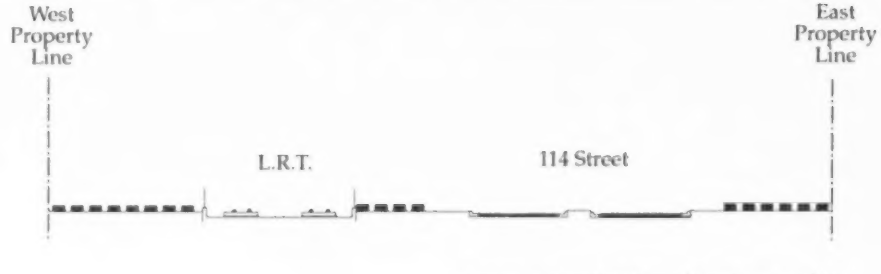
RECOMMENDATION:

That the Transportation Department provide the community with early, meaningful and extensive opportunities for input when it is considering roadway design changes to 114 Street and 113 Street; as well as roadway design changes to any of the other arterial roadways bordering the community.

Implementation:

The Transportation Department.

Surplus Lands Along 114 Street



6.7 Keillor Road Evaluation Process

At the July 28, 1992 meeting of City Council, the City of Edmonton Traffic Bylaw was amended restricting Keillor Road to bicycle and pedestrian use only, for a one year trial period commencing on November 9, 1992.

On August 25, 1992 City Council approved a process for the evaluation of the Keillor Road restriction and instructed the Transportation Department to provide an interim progress report to the Utilities and Public Works Committee prior to the end of 1992. The interim report indicated, among other things, that this restriction significantly reduced the amount of traffic on Saskatchewan Drive and 76 Avenue.

Saskatchewan Drive access to Keillor Road

On September 30, 1993 and October 18, 1993 City Council held public hearings on the Transportation Department's recommendation to reinstate Keillor Road for use by public transit buses and vehicles with two or more passengers during the AM and PM peak periods. Following the October 18 public hearing, City Council passed the following motion:

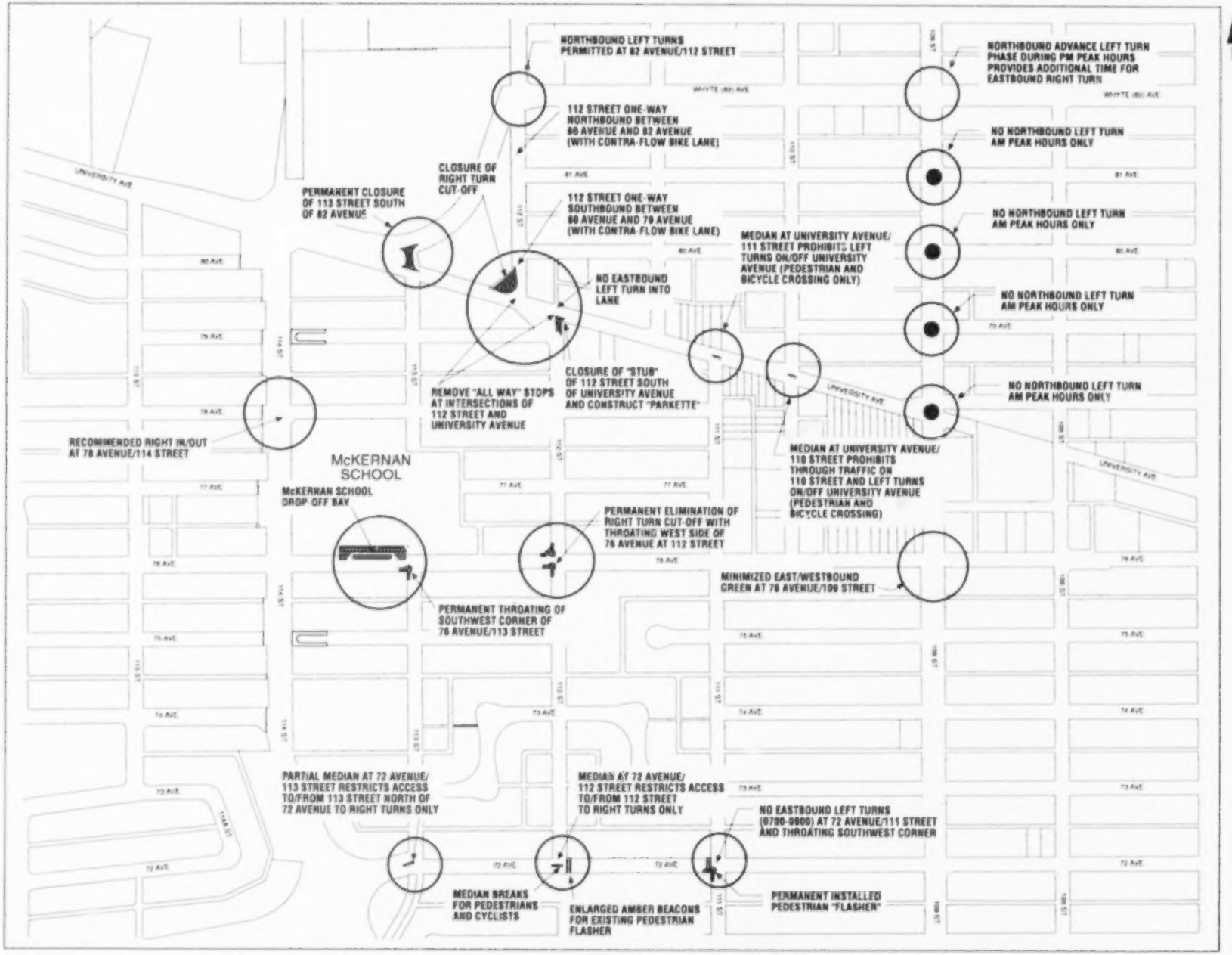
> *"That the Transportation Department bring forward an amendment to Bylaw 5590, the Traffic Bylaw, to maintain Keillor Road as a through street open to bicycle and pedestrian traffic only specifically by deleting the November 9, 1993 date from the bylaw as it refers to Keillor Road."*

On October 18, 1993 Bylaw 10552, a bylaw to amend the City of Edmonton Traffic Bylaw 5590, received first and second reading. On October 26, 1993 this bylaw received third reading and was duly passed.

6.8 McKernan/South Garneau/Parkallen Traffic Plan

In 1992, the Transportation Department implemented a comprehensive shortcutting traffic control plan in McKernan and South Garneau to reduce traffic flows on a number of streets and avenues between 109 Street and 114 Street, and between 72 Avenue and 82 Avenue. Traffic counts collected in the spring of 1992 and again in the spring of 1993 indicated that traffic volumes had been reduced significantly on one-third of the local roadways in McKernan and South Garneau. Traffic volumes had not changed on the remaining local roadways. These results confirmed that the traffic plan achieved its objective of reducing shortcutting traffic without shifting the traffic to other roads within the community.

In May of 1993, the affected neighbourhoods (McKernan, Parkallen and Garneau) agreed to make the traffic plan permanent, with some minor revisions. This plan, including the recommended revisions, was approved by City Council on June 22, 1993. The key components of the plan are illustrated on the following page.


NORTHBOUND LEFT TURNS PERMITTED AT 82 AVENUE/112 STREET
112 STREET ONE-WAY NORTHBOUND BETWEEN 80 AVENUE AND 82 AVENUE (WITH CONTRA-FLOW BIKE LANE)
CLOSURE OF RIGHT TURN CUT-OFF
PERMANENT CLOSURE OF 113 STREET SOUTH OF 82 AVENUE
112 STREET ONE-WAY SOUTHBOUND BETWEEN 80 AVENUE AND 79 AVENUE (WITH CONTRA-FLOW BIKE LANE)
NO EASTBOUND LEFT TURN INTO LANE
REMOVE "ALL WAY" STOPS AT INTERSECTIONS OF 112 STREET AND UNIVERSITY AVENUE
CLOSURE OF "STUB" OF 112 STREET SOUTH OF UNIVERSITY AVENUE AND CONSTRUCT "PARKETTE"
RECOMMENDED RIGHT IN/OUT AT 78 AVENUE/114 STREET
McKERNAN SCHOOL
McKERNAN SCHOOL DROP-OFF BAY
PERMANENT ELIMINATION OF RIGHT TURN CUT-OFF WITH THROATING WEST SIDE OF 76 AVENUE AT 112 STREET
PERMANENT THROATING OF SOUTHWEST CORNER OF 76 AVENUE/113 STREET
PARTIAL MEDIAN AT 72 AVENUE/ 113 STREET RESTRICTS ACCESS TO/FROM 113 STREET NORTH OF 72 AVENUE TO RIGHT TURNS ONLY
MEDIAN AT 72 AVENUE/ 112 STREET RESTRICTS ACCESS TO/FROM 112 STREET TO RIGHT TURNS ONLY
MEDIAN BREAKS FOR PEDESTRIANS AND CYCLISTS
ENLARGED AMBER BEACONS FOR EXISTING PEDESTRIAN FLASHER
MEDIAN AT UNIVERSITY AVENUE/ 111 STREET PROHIBITS LEFT TURNS ON/OFF UNIVERSITY AVENUE (PEDESTRIAN AND BICYCLE CROSSING ONLY)
MEDIAN AT UNIVERSITY AVENUE/ 110 STREET PROHIBITS THROUGH TRAFFIC ON 110 STREET AND LEFT TURNS ON/OFF UNIVERSITY AVENUE (PEDESTRIAN AND BICYCLE CROSSING)
MINIMIZED EAST/WESTBOUND GREEN AT 76 AVENUE/109 STREET
NO EASTBOUND LEFT TURNS (0700-0900) AT 72 AVENUE/111 STREET AND THROATING SOUTHWEST CORNER
PERMANENT INSTALLED PEDESTRIAN "FLASHER"
NORTHBOUND ADVANCE LEFT TURN PHASE DURING PM PEAK HOURS PROVIDES ADDITIONAL TIME FOR EASTBOUND RIGHT TURN
NO NORTHBOUND LEFT TURN AM PEAK HOURS ONLY
NO NORTHBOUND LEFT TURN AM PEAK HOURS ONLY
NO NORTHBOUND LEFT TURN AM PEAK HOURS ONLY
NO NORTHBOUND LEFT TURN AM PEAK HOURS ONLY
N

6.9 Workers' Compensation Board Rehabilitation Centre

The Workers' Compensation Board (WCB) has a major rehabilitation centre located on 72 Avenue and 119 Street, in the southwest corner of Belgravia. It is bounded by local roadways, rather than having direct access to a collector or arterial road which would be more appropriate for this type of facility. This situation has created increases in traffic volumes on some of the local roadways during peak demand periods. Directional and traffic control signing changes have been implemented in an effort to address some of these concerns. However, a more complete solution would be to construct a direct access connection from the Centre to Belgravia Road, which is an arterial roadway directly south of the centre, and to prohibit access from the Centre to the adjacent local roadways.

The Transportation Department has acknowledged that such a connection may be required when the South LRT extension is constructed along 114 Street. Due to the uncertainty as to when this will occur and the neighbourhood's concerns, the Circulation Task Force would like this connection evaluated prior to the extension of the South LRT.

Workers' Compensation Board Rehabilitation Centre in Belgravia

RECOMMENDATION:

That the Transportation Department, in consultation with WCB and the Belgravia, McKernan and Parkallen Community Leagues, evaluate the feasibility of a separate access to the Workers' Compensation Board Rehabilitation Centre from Belgravia Road prior to the extension of the South LRT along 114 Street.

Implementation:

The Transportation Department.

6.10 Major Pedestrian and Bicycle Travel Routes

The community is in close proximity to such major employment and activity centres as the Neil Crawford Provincial Centre and the various educational and health/medical facilities located on the University of Alberta Campus. Many of the local residents walk and ride bicycles to access these and other destinations within and outside the community. Also, a significant number of bicycle commuters travel through the community each day on designated bike routes.

Currently, two of the most heavily travelled commuter bicycle routes (112 Street and 115 Street) in the City pass through the community. The 112 Street bicycle route within McKernan and Parkallen accommodates approximately 600 bicycles per day. The implementation of the McKernan/South Garneau/ Parkallen Traffic Management Plan has improved this bicycle route by reducing the volume of vehicular traffic on this roadway. The 115 Street bicycle route in Belgravia accommodates approximately 800 bicycles per day.

The community has a relatively concentrated network of Class I, Class II and Class III bicycle routes, with Class III routes being the primary commuter and recreational routes. However, there are a number of links missing in the current system including:

1. Connection to Keillor Road;
2. 76 Avenue (from 109 Street to Keillor Road);
3. 111/112 Street (from 61 Avenue to 65 Avenue); and,
4. University Avenue Service Road (115 Street to 117 Street).

Class I: Designated sidewalk/bike path

Class II: Distinct bike lane designated by painted line

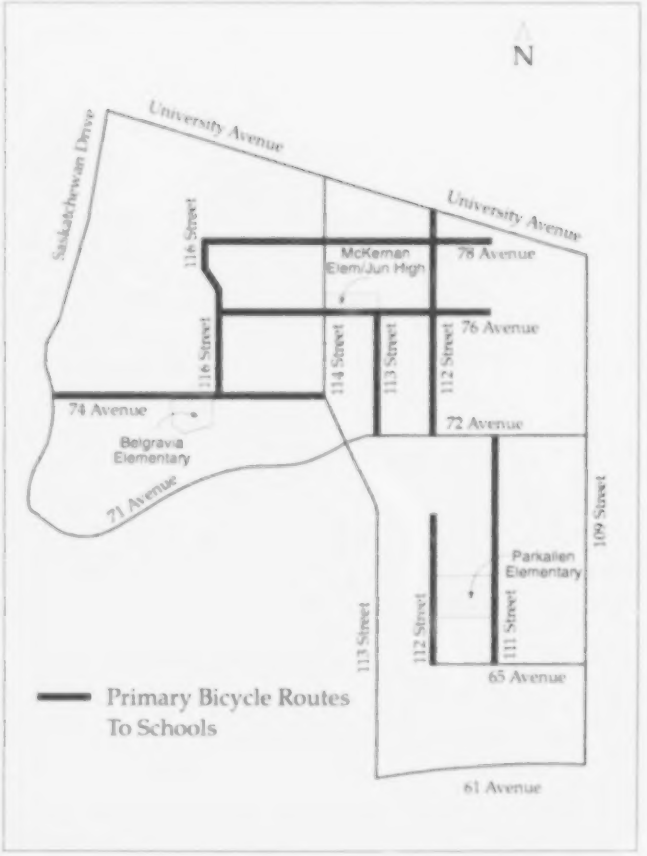
Class III: Signed bike route

A subcommittee of the Circulation Task Force completed a bicycle user survey involving the distribution of over 800 questionnaires to students in the three local schools. The questionnaire requested that the students identify their routes to and from school, their method of travel (walk, bike, car or bus) and number of trips per day. It also requested that the students specify any safety related problems or concerns encountered along their routes to school. This information will be used by the community leagues in determining where traffic control measures may be required to make the primary travel routes safer for students attending local schools.

A total of 477 surveys were returned showing a significant number of students using bicycles to travel to school, with the highest used routes being:

1. 74 Avenue (114 Street to Saskatchewan Drive);
2. 112 Street (65 Avenue to University Ave);
3. 76 Avenue (111 Street to 116 Street);
4. 113 Street (72 Avenue to 76 Avenue);
5. 78 Avenue (111 Street to 116 Street);
6. 116 Street (74 Avenue to 78 Avenue); and,
7. 111 Street (65 Avenue to 72 Avenue).

The Circulation Task Force completed a cursory examination of the primary pedestrian travel routes within the community. It concluded that sidewalk repair, replacement or installation were necessary in some areas. However, this would have to be confirmed by a more thorough evaluation by the Transportation Department.



RECOMMENDATIONS:

1. That the Transportation Department evaluate the bicycle route network in Belgravia, McKernan and Parkallen to determine where additional route connections/linkages and signage are required.

Implememtation:

The Transportation Department.

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2. That the Transportation Department, in consultation with the applicable Community League, give consideration to the primary pedestrian travel routes when it has determined that sidewalk repair, replacement or construction are necessary in the community.

Implementation:

The Transportation Department.

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3. That a survey be conducted to determine non-school related pedestrian and bicycle travel patterns within the community.

Implementation:

The Belgravia, McKernan and Parkallen Community Leagues.

4. That the community consult with Alberta Public Works, the University of Alberta and the University of Alberta Hospital to ensure that 112 Street and the extension of 115 Street are maintained and improved as primary bicycle routes north of University Avenue.

Implementation:

The Belgravia, McKernan and Parkallen Community Leagues.

6.11 Pedestrian Crossings of Arterial Roadways

The Circulation Task Force, with assistance from the Transportation Department, evaluated three major intersections to assess problems related to pedestrian safety. Their findings, conclusions and recommendations are outlined below for each intersection.

Whyte (82) Avenue/112 Street Intersection:

Although this intersection is not located within the plan area, it was evaluated because of the concerns expressed by residents in the community who frequently cross this intersection. The high volume of pedestrians crossing 82 Avenue, combined with the heavy volume of traffic turning from 112 Street onto 82 Avenue, has created numerous instances of drivers not yielding to pedestrians.

Pedestrain and vehicular movements at this intersection were video taped by the Transportation Department. After evaluating these movements with the Circulation Task Force, the Transportation Department implemented the following modifications with the support of the task force:

1. Installation of pedestrian advance phase which allows pedestrians to begin crossing in advance of the vehicles;

2. Provision of a crosswalk on the west side of 112 Street which has lower traffic volumes than the east side of the intersection; and,

3. Modification to the signal operation to provide the pedestrian "WALK" display automatically.

78 Avenue/114 Street Intersection:

Prior to the reconstruction of 114 Street, the pedestrian crosswalk for crossing 114 Street was on the south side of 78 Avenue. This crosswalk was relocated to the north side of the avenue as part of the 114 Street design plan. Some parents of students attending the McKernan Elementary/Junior High School were concerned that their children would now have to cross both 114 Street and 78 Avenue on route to school. Also, some parents felt that the length of time between "WALK" displays was excessive and that it encouraged jaywalking.

The Circulation Task Force and Transportation Department arrived at the following conclusions after monitoring pedestrian and vehicular movements at this intersection:

1. That the number of occasions where vehicles did not yield to pedestrians crossing 78 Avenue was minimal;

2. That the school patrol operation was irregular and inconsistent;

3. That adults/adolescents, and not elementary school children, comprised the majority of jaywalkers; and

4. That the time delay for the "WALK" interval was significant at times.

In response to the above, the McKernan Elementary/Junior High School has been asked to review its school patrol operation and to consider implementing a patrol for students having to cross 78 Avenue on route to school. The Transportation Department has adjusted the signal light sequencing to reduce pedestrian waiting time during school arrival and dismissal periods.

72 Avenue/109 Street Intersection:

Regarding this intersection, most of the concerns expressed by local residents related to pedestrian safety, particularly for pedestrians crossing 109 Street destined to the transit zone on the northeast corner of the intersection. Some residents were also concerned with the frequency at which vehicles on 109 Street entered the intersection on a red light, as well as a tendency for vehicles turning from eastbound to northbound not yielding to vehicles travelling westbound.

After monitoring the intersection, the Transportation Department made the following conclusions:

1. That the number of occasions where vehicles did not yield to pedestrians crossing 109 Street was minimal;
2. That the relocation of the transit zone from the northeast corner to southeast corner would facilitate safer pedestrian crossings;
3. That the number of vehicles entering the intersection on a red light was minimal; and,
4. That the number of conflicts between eastbound turning vehicles and westbound through vehicles was minimal.

RECOMMENDATION:

That the Transportation Department consider the relocation of the northbound transit zone at 72 Avenue and 109 Street from the northeast to the southeast corner.

Implementation:

The Transportation Department.

6.12 School Zones and Traffic Violations

The City abandoned the use of a 30 km/h speed limit in the vicinity of schools in the late 1960s. However, the Circulation Task Force believes that insufficient compensating measures have been implemented on adjacent roadways. Traffic control measures must address both the speed and turning movements of vehicles near the local schools. Therefore, the Task Force recommends that a process for collective and periodic evaluations by the local community leagues, schools, Public School Board and Transportation Department be implemented to determine what can be done to improve pedestrian\student safety on roadways in the vicinity of the local schools. The measures considered might include the reinstatement of schools zones and adult supervision of crossings.

Many residents continue to have concerns related to the number of traffic violations (eg., "running" of red lights, motorists not yielding to pedestrians, speeding, etc.) on arterial and collector roadways in the community. The task force feels that increased enforcement by the Edmonton Police Service may help reduce this problem.

RECOMMENDATIONS:

1. That measures to improve pedestrian/ student safety on roadways in the vicinity of schools be collectively and periodically evaluated by the local community leagues, schools, Public School Board and Transportation Department.

Implementation:

The Belgravia, McKernan and Parkallen Community Leagues, local schools, Public School Board and Transportation Department.

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2. That the community consult with the Edmonton Police Service for the purpose of identifying areas along arterial and collector roadways where increased enforcement may be required.

Implementation:

The Belgravia, McKernan and Parkallen Community Leagues.

6.13 The 72 Avenue Traffic Subcommittee

Residents living along 72 Avenue are concerned with the high traffic volumes, the proportion of non-community traffic, the speed of vehicles and traffic noise on this roadway. Although 72 Avenue is classified as a collector roadway, its average traffic volume of 9,000 vehicles per day far exceeds the recommended threshold value of 5,000 vehicles per day. These high traffic volumes can be primarily attributed to the following factors:

1. A major arterial road (Belgravia Road) feeds into 72 Avenue at 114 Street;

2. 114 Street has high traffic volumes in the AM and PM peak periods; and,

3. 72 Avenue is a convenient and direct connection between 109 Street and 114 Street.

A sub-committee (72 Avenue Traffic Sub-committee) of the Circulation Task Force has been organized to address concerns related to the high traffic volumes on 72 Avenue. This sub-committee, in consultation with the Transportation Department, has been evaluating various short term options for mitigating the adverse impacts of these high traffic volumes on adjacent properties.

The Transportation Department has verified that a high proportion of the traffic on 72 Avenue is due to commuters travelling through the area from the Southwest. The Department has recently initiated the preparation of a Transportation Master Plan for the City which will include, among other things, a review of transportation needs in the Southwest. The Circulation Task Force requests that the planning process associated with the preparation of this plan include a review of network alternatives with the objective of reducing through traffic on 72 Avenue.

RECOMMENDATION:

That the McKernan and Parkallen Community Leagues, and the Transportation Department, as part of the planning process associated with the preparation of the Transportation Master Plan, review network alternatives with the objective of reducing through traffic on 72 Avenue between 109 Street and 114 Street.

Implementation:

The McKernan and Parkallen Community Leagues, and the Transportation Department.

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Chapter 7
Urban Landscape Task Force Report

Urban Landscape Task Force

7.1 Vision Statement:

Preserve and enhance the village atmosphere within the neighbourhoods of Belgravia, McKernan and Parkallen, which collectively form one of the special and unique places in Edmonton. A place where residents may safely walk and socialize with their neighbours in pleasant surroundings, whether it be in the parks, on the streets or at one of the neighbourhood business centres. A community where mutual respect and concern for the well-being and safety of others is commonplace.

This vision was developed as a result of the planning efforts of the Urban Landscape Task Force. The task force examined community issues related to open space and the provision of services; and developed principles and recommendations to resolve these issues. The principles and recommendations are outlined below under the applicable subject heading.

Urban Landscape Task Force meeting

7.2 Public Green Spaces

Principle:

Maintain, and improve where required, the local parks, playgrounds and the adjacent North Saskatchewan River Valley for the use and enjoyment of all community residents.

The parks and school playgrounds in the three neighbourhoods primarily cater to the recreational needs of young children. They are not designed to cater to the recreational needs of adults.

The playground equipment in Parkallen (Ellingson Park) and McKernan (McKernan Park) has been upgraded to more conventional standards. The Belgravia Community League has successfully completed a fund raising campaign to upgrade the playground equipment in Belgravia Park. The installation of the new playground equipment is scheduled for next summer. However, Charles Simmonds Park (McKernan) and Violet Archer Park (Parkallen) still have outdated equipment.

Playground in Belgravia Park

Playground in Ellingson Park

The upper slopes of the North Saskatchewan River Valley are located on the western edge of Belgravia. The sensitive integration of the existing trail system and future improvements (Ribbon of Green: North Saskatchewan River Valley and Ravine System Master Plan) will maintain the natural features of this area. It will continue to be a unique and important asset to local residents providing opportunities for walking, jogging, hiking, biking, berry picking and cross country skiing in natural surroundings with spectacular views.

RECOMMENDATIONS:

1. That the need to upgrade the playground equipment in Charles Simmonds Park and Violet Archer Park be evaluated.

2. That a "Need Assessment" survey be conducted to determine how the local parks can better serve the recreational needs of adults.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues.

View of the North Saskatchewan River Valley from Belgravia

7.3 Natural Landscape

Principle:

Maintain and enhance the ambience and visual attractiveness created by the mature landscaping located on both public lands (parks, boulevards/ streets and laneways) and on private property within the community.

Perhaps the most important visual feature of the community is its mature trees. The tree lined streets and laneways create a very pleasant "canopy of green" contributing significantly to the overall ambience and beauty of the area. This is augmented by the mature landscaping located on residential properties, as well as in the local parks and school playgrounds. However, most of the mature trees in the area were planted when the neighbourhoods were originally developed in the late 1940s and early 1950s. Many of them, particularly the birch and poplar species, are now becoming more susceptible to disease as they approach the end of their life cycles.

A strategy is needed for the maintenance, renewal and enhancement of the community's trees and other forms of complimentary landscaping (shrubs, natural vegetation areas, cultivated ornamental gardens, etc.). This strategy could include such activities as:

1. Preparing an inventory and assessment of the condition of trees and other forms of landscaping on both private and public property;

Tree lined street in Parkallen

2. Instituting an on-going public informational and educational program for identifying and treating diseased trees, and for removing and replacing trees that can not be preserved;
3. Organizing community fund raising campaigns for replacing and treating trees on public property;
4. Developing a purchasing arrangement with local greenhouses/nurseries for reducing the costs associated with treating and replacing trees; and,
5. Consulting with the Parks and Recreation Department, and other relevant civic departments, to ensure coordination, to receive expert/professional advice and to ensure that relevant City policies/bylaws and procedures are followed.

Trees in Belgravia on private property and roadway island

RECOMMENDATION:

That a Garden Club be organized to provide stewardship over the community's natural landscape.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues.

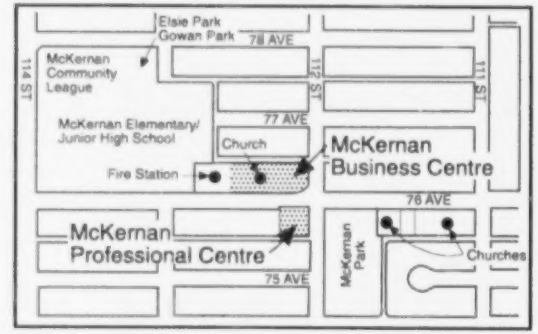
7.4 Commercial Streetscapes

Principle:

Improve the appearance and function of the local business centres and associated streetscapes, as well as the interface between businesses and the community.

The area has three neighbourhood business centres with some additional commercial development located on 109 Street, as well as a small professional office development (McKernan Professional Centre). Business representatives (owners/lessees) from each of the neighbourhood business centres and the McKernan Professional Centre were actively involved in the planning process through the Urban Landscape Task Force.

McKernan Business Centre (76 Avenue, west of 112 Street)



The three neighbourhood business centres include the Parkallen Business Centre (111 Street, north of 65 Avenue), the McKernan Business Centre (76 Avenue, west of 112 Street) and a small business centre located at the northeast corner of 76 Avenue and 115 Street. This latter development is located in McKernan, but considered by Belgravia residents to be their neighbourhood commercial centre as it is located on Belgravia's eastern boundary and there is no other convenience commercial development located in the neighbourhood.

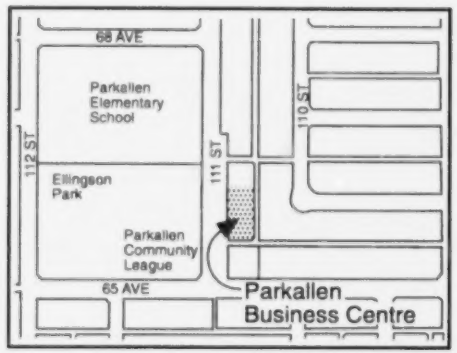
The neighbourhood business centres in the area are important not only because they serve the shopping and personal service needs of local residents, but also because they provide an important focal point for the surrounding neighbourhood. In a sense, they are similar to the traditional small town or village "main street"; i.e., a place where people meet and socialize, as well as shop. This is particularly the case with respect to the McKernan Business Centre as this development, in combination with other adjacent institutional/recreational (school, fire station, parks, community league and churches) and professional office uses (McKernan Professional Centre), creates a very strong focal point or activity centre for the McKernan neighbourhood.

McKernan Professional Centre
(southwest corner of 76 Avenue and 112 Street)

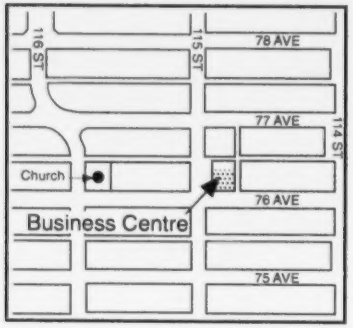
Most of the local businesses provide convenience commercial products and services to a local neighbourhood market. Therefore, to survive or to remain viable, these businesses must provide the range and types of convenience commercial products and services "demanded" by the local consumer. However, there is presently no formalized mechanism for determining the nature of this demand, other than through the traditional market forces dictating which businesses will survive and which will not survive. This is particularly problematic for the McKernan Business Centre where the scope of their market has recently been affected by the installation of a traffic management scheme to reduce vehicular shortcutting through the McKernan neighbourhood. These shortcutting traffic management measures have made it more difficult or less convenient for some patrons to access the business centre. Therefore, adjustments may be required by some of these businesses as they must now rely more on the local neighbourhood consumer market and walk-in trade.

Many of the local businesses are located in commercial developments which, for the most part, have not undergone any major facade improvements since they were originally constructed in the 1950s. Notable exceptions include the recent facade improvements to the grocery store and pharmacy in the McKernan Business Centre, as well as a complete exterior renovation to the dental office and bakery in the Parkallen Business Centre. Generally, the remaining businesses within these centres, as well as the neighbourhood business centre located at the northeast corner of 115 Street and 76 Avenue, and the professional centre (McKernan Professional Centre)

Parkallen Business Centre (111 Street, north of 65 Avenue)



Neighbourhood Commercial Development in McKernan, adjacent to Belgravia (northeast corner of 76 Avenue and 115 Street)



at the southwest corner of 76 Avenue and 112 Street have not undergone any major exterior improvements. Furthermore, none of the neighbourhood business centres have installed street improvements (benches, tree planters, theme street lighting, etc.) to improve their appearance from an overall streetscape perspective, and to make them more inviting and pedestrian friendly.

RECOMMENDATION:

That a Business Club, with community and business representation, be established for the purpose of developing and coordinating strategies to achieve, among other things, the following:

1. Improve the interface between local businesses and the community ensuring that an appropriate range of products and services are offered for the mutual benefit of both the individual businesses (and the associated business centres) and the local residents; and,

2. Improve the facades of business premises and the adjacent streetscape making them more visually attractive, inviting and pedestrian friendly.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues, and local businesses.

7.5 Services for Seniors

Principle:

Support and enhance the well-being and independence of senior citizens residing in the community.

Compared to the City as a whole, the community has a high percentage of senior citizens. Many seniors are long term residents who have chosen to remain in their homes, rather than being segregated in senior citizens' apartment complexes outside the neighbourhood where their freedom of lifestyle, pursuit of hobbies and proximity to friends may be affected. However, in remaining in their homes, seniors often require assistance in performing such routine tasks as general household and yard maintenance, shopping, etc.. There are a number of private and public agencies that, in addition to providing these types of services, also offer a wide variety of special recreational, educational, social and health services to help seniors live fuller, happier and healthier lives.

Although there are many services and programs available for seniors, it was discovered during the planning process that many of the local senior citizens were not aware of these services and programs, and therefore, could not take advantage of them. The problem appears to be one of program/ service awareness rather than availability.

RECOMMENDATIONS:

1. That a "Senior Citizens Program and Service Directory" be prepared, in consultation with the appropriate private and public agencies.

2. That an informational/educational program be developed and implemented for the purpose of making senior citizens aware of the programs and services available to the community.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues.

7.6 Community Policing

Principle:

Extend and enhance the involvement of the community, including schools and businesses, in the prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders.

Although the community has a relatively low crime rate, there are some demographic indicators that suggest that the neighbourhoods should not be complacent in this regard. Also, crime or criminal activity was identified by local residents as an important issue that should be considered in the planning process.

Demographically, the community has a relatively high proportion of senior citizens and an increasing number of young children who will, in time, become teenagers. According to the Edmonton Police Service, crime statistics (generally in Canada, not just Edmonton) indicate that the majority of property offenses are committed by young offenders, and that seniors are disproportionately victims of these crimes.

The prevention of criminal activities, the apprehension of offenders and participation in the rehabilitation of young offenders is a responsibility to be shared by the entire community (residents, schools and businesses), in conjunction with traditional Police and Criminal Justice system activities and programs. In this regard, activities such as "Neighbourhood Watch", "Block Parents" and "community policing" are to be encouraged, as well as increased community liaison with the appropriate personnel of the Edmonton Police Service responsible for policing in the community.

RECOMMENDATIONS:

1. That the Community Leagues continue to support and encourage such programs as "Neighbourhood Watch" and "Block Parents", as well as the Edmonton Police Service's efforts in implementing "community policing".

2. That the Community Leagues collaborate with the Edmonton Police Service and other appropriate agencies in extending and improving the community's participation in the prevention of crime, the apprehension of offenders and the rehabilitation of young offenders.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues.

7.7 Community Celebration Day

Principle:

Establish a special annual event to celebrate the accomplishments associated with the preparation and implementation of this plan, to provide a forum for updating the community on the progress being made in implementing the plan and to recruit others into the process.

Children's bike rally during Community Celebration Day (June 5, 1993)

It is important that a community periodically celebrate its accomplishments, as a means of engendering community pride, and to reinforce and strengthen the spirit of cooperation and community cohesiveness that produced the accomplishments in the first place. These qualities in turn become a strong motivating force spurring a community on to other achievements. This is particularly important with respect to the implementation of this plan, as most of the recommendations rely upon a long term self-help or self-reliance implementation strategy.

During the planning process, the Urban Landscape Task Force organized a special community event which was referred to as a "Community Celebration Day". Each of the task forces and the Planning and Development Department, and the City's Office of the Environment (Public Works Department) set up display/informational centres in McKernan Park. Some of the local businesses participated by providing free products/samples, as well as information related to their respective business operation (product line, services, etc.). The event also included a barbecue and various activities for children.

This "Community Celebration Day" should become an annual event providing a forum for updating the community on the progress being made in implementing the plan and to recruit others into this ongoing process. Such an event could also be used by service delivery agencies/departments, local organizations and businesses for the purpose of disseminating information, receiving feedback, etc.

RECOMMENDATION:

That the Community Leagues organize a "Community Celebration Day" on an annual basis.

IMPLEMENTATION:

The Belgravia, McKernan and Parkallen Community Leagues.

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Appendix I

Belgravia Overlay Schedule for Single Detached Residential Development: RF1 District

General Purpose

To supplement the regulations of the RF1 (Single Detached Residential) District with development criteria ensuring that the infill housing allowed by this District is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

Application

1) This Overlay Schedule shall apply to those lands identified on the attached map to this Overlay Schedule which are districted RF1.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the RF1 District and other sections of the Land Use Bylaw. Where the provisions of the Overlay Schedule are in conflict with regulations of any other section of the Land Use Bylaw, the more restrictive provisions will be applied to development.

3) New development and additions to existing development shall comply with Clauses 1 through 4 under "Development Criteria" of this Overlay Schedule.

4) If a new development or addition to an existing development does not comply with Clauses 1 through 4 under "Development Criteria" of this Overlay Schedule or any of the regulations of the RF1 District, then Clauses 5 through 8 under "Development Criteria" of this Overlay Schedule shall apply.

5) Notwithstanding that a development does not conform to this Overlay Schedule, where a development permit was issued for the development prior to the adoption of this Overlay Schedule, such development shall be deemed to conform to the regulations contained within this Overlay Schedule. If at any time an addition is made to the existing development, then the addition shall conform to the Overlay Schedule.

Uses

The Uses for the lands covered by this Overlay Schedule shall be as specified by the RF1 (Single Detached Residential) District.

Development Criteria

1) The maximum building height shall not exceed 7.5 m.

2) The minimum rear yard shall be 12 m, except in the case of a corner site it shall be 6 m.

3) The exterior front facing wall of a garage which is attached or designed as an integral part of a dwelling shall not project more than 1 m beyond the main front facing exterior wall of the dwelling.

4) The maximum width of a garage attached to and designed as an integral part of a dwelling with vehicular access from a public roadway (other than a lane) abutting the front of the site shall not

exceed 35 % of the site width or 8 m, whichever is less. The maximum width of a garage attached to and designed as an integral part of a dwelling with vehicular access from a flanking public roadway, other than a lane, shall not exceed 35% of the distance between the front and rear lot lines of the site or 8 m, whichever is less.

5) Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development shall incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

   a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

   b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

   c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

   d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

6) Development permit applications shall include:

   a) proof that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 7 below of this Overlay Schedule, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

   b) a narrative which is to include:

      i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

      ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the

Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Development Criteria of this Overlay Schedule. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with this Overlay Schedule.

7) For the purposes of this section the area of application shall be each assessed owner of land abutting the site.

8) The Development Officer may grant relaxations to the provisions of this Overlay Schedule if, in his opinion, such a variance would be in keeping with the General Purpose of this Overlay Schedule and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 6 above of this Overlay Schedule if the Development Officer is satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

BELGRAVIA OVERLAY SCHEDULE FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 DISTRICT

BELGRAVIA OVERLAY SCHEDULE FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 DISTRICT

Belgravia•McKernan•Parkallen

Appendix II

McKernan/Parkallen Overlay Schedule for Single Detached Residential Development: RF1 District

General Purpose

To supplement the regulations of the RF1 (Single Detached Residential) District with development criteria ensuring that the infill housing allowed by this District is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

Application

1) This Overlay Schedule shall apply to those lands identified on the attached map to this Overlay Schedule which are districted RF1.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the RF1 District and other sections of the Land Use Bylaw. Where the provisions of the Overlay Schedule are in conflict with regulations of any other section of the Land Use Bylaw, the more restrictive provisions will be applied to development.

3) Clause 3 under "Development Criteria" of this Overlay Schedule shall apply to any development taking place on the lands identified on the map attached to this Overlay Schedule.

4) New development and additions to existing development shall comply with Clauses 1 and 2 under "Development Criteria" of this Overlay Schedule.

5) If a new development or addition to an existing development does not comply with Clauses 1 and 2 under "Development Criteria" of this Overlay Schedule or any of the regulations of the RF1 District, then Clauses 4 through 7 under "Development Criteria" of this Overlay Schedule shall apply.

6) Notwithstanding that a development does not conform to this Overlay Schedule, where a development permit was issued for the development prior to the adoption of this Overlay Schedule, such development shall be deemed to conform to the regulations contained within this Overlay Schedule. If at any time an addition is made to the existing development, then the addition shall conform to the applicable provisions of this Overlay Schedule.

Uses

The Uses for the lands covered by this Overlay Schedule shall be as specified by the RF1 (Single Detached Residential) District.

Development Criteria

1) The maximum building height shall not exceed 7.5 m.

2) The minimum rear yard shall be 12 m, except in the case of a corner site it shall be 6 m.

3) Vehicular access to a garage or parking area shall be from an abutting lane, where a lane abuts a site.

4) Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development shall incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

   a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

   b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

   c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

   d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

5) Development permit applications shall include:

   a) proof that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 6 below of this Overlay Schedule, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

   b) a narrative which is to include:

      i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

      ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

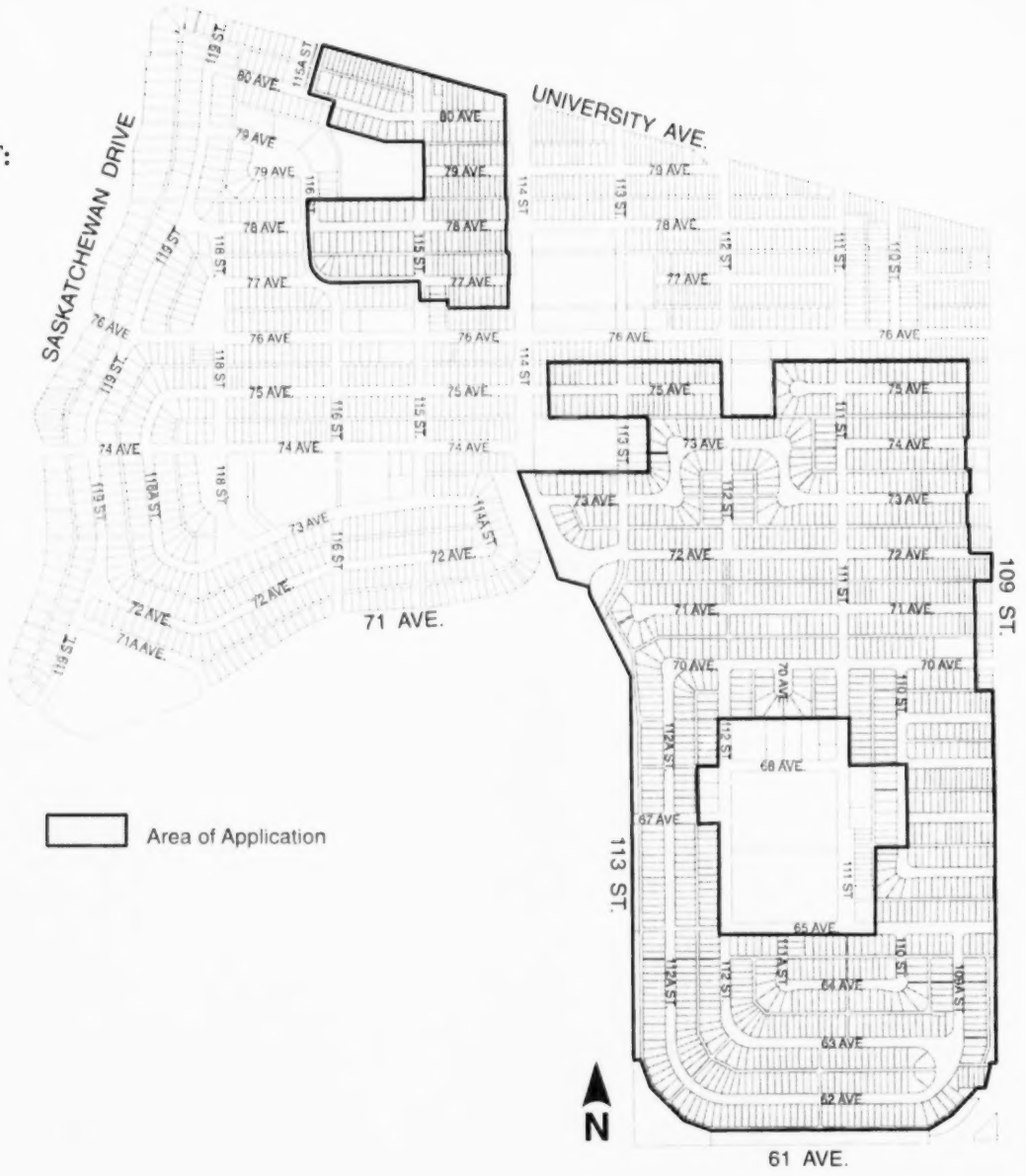
iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Development Criteria of this Overlay Schedule. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with this Overlay Schedule.

6) For the purposes of this section the area of application shall be each assessed owner of land abutting the site.

7) The Development Officer may grant relaxations to the provisions of this Overlay Schedule if, in his opinion, such a variance would be in keeping with the General Purpose of this Overlay Schedule and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 5 above of this Overlay Schedule if the Development Officer is satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

McKERNAN/PARKALLEN OVERLAY SCHEDULE FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 DISTRICT



McKERNAN/PARKALLEN OVERLAY SCHEDULE FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 DISTRICT

People Working Together
Belgravia•McKernan•Parkallen

Appendix III

Overlay Schedule for Low Density Redevelopment: RF3 District

General Purpose

To supplement the regulations of the RF3 (Low Density Redevelopment) District with design criteria ensuring that the variety of low density infill housing allowed by this District is developed to a high standard of appearance and is compatible, to the extent possible, with adjacent development.

Application

1) This Overlay Schedule shall apply to those lands identified on the map attached to this Overlay Schedule which are districted RF3.

2) The provisions of this Overlay Schedule shall be applied in conjunction with the regulations of the RF3 District and other sections of the Land Use Bylaw. Where the provisions of the Overlay Schedule are in conflict with regulations of any other section of the Land Use Bylaw, the more restrictive provisions will be applied to development.

3) Clause 7 under "Design Criteria" of this Overlay Schedule shall apply to any development taking place on the lands identified on the attached map to this Overlay Schedule.

4) New development and additions to existing development shall comply with Clauses 1 through 6 under "Design Criteria" of this Overlay Schedule.

5) If a new development or addition to an existing development does not comply with Clauses 1 through 6 under "Design Criteria" of this Overlay Schedule or any of the regulations of the RF3 District, then Clauses 8 through 14 under "Design Criteria" of this Overlay Schedule shall apply.

6) Notwithstanding that a development does not conform to this Overlay Schedule, where a development permit was issued for the development prior to the adoption of this Overlay Schedule, such development shall be deemed to conform to the regulations contained within this Overlay Schedule. If at any time an addition is made to the existing development, then the addition shall conform to the applicable provisions of this Overlay Schedule.

Uses

The Uses for the lands covered by this Overlay Schedule shall be as specified by the RF3 (Low Density Redevelopment) District.

Design Criteria

1) The maximum building height shall not exceed 7.5 m.

2) The minimum rear yard shall be 12 m, except in the case of a corner site it shall be 6 m.

3) For Row Housing and Semi-detached Housing, individual units shall be recessed/projected in relationship to adjacent dwelling units within the same development to create a strong unit identity, thereby preserving, to the extent possible, the general character of the streetscape.

4) Duplex Housing shall be designed in a manner that creates the image of a single detached dwelling when viewed from an adjacent roadway, other than a lane.

5) Accessory buildings visible from abutting public roadways, other than a lane, shall be designed in a manner which creates a sense of architectural harmony with the associated principal building. This may be achieved by utilizing similar or compatible exterior materials, colours and architectural details on both the principal and accessory buildings.

6) On-site parking areas for three or more vehicles shall be visually screened from abutting sites and public roadways, other than a lane, through the use of landscaping treatment or a combination of landscaping and other forms of screening, to the satisfaction of the Development Officer.

7) Vehicular access to a garage or parking area shall be from an abutting lane, where a lane abuts a site.

8) The Development Officer shall evaluate a proposed development in its totality (i.e., overall visual impression), rather than in terms of its strict adherence to each of the applicable design criteria outlined in this Overlay Schedule.

9) The architectural design of development does not have to mimic or imitate the older-type styles of housing in the area to comply with the general purpose of this Overlay Schedule. Contemporary exterior materials and architectural styles may be used provided that, in the opinion of the Development Officer, the overall site development, including landscaping treatment, is of a high visual quality and responsive to the general streetscape character of the area.

10) Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development shall incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

    a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

    b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

11) In addition to the landscaping requirements of the Land Use Bylaw, landscaping treatment shall serve, to the satisfaction of the Development Officer, the purpose of minimizing the perception of massing, enhancing the overall visual appearance of the site and preserving, to the extent possible, the general character of the adjacent streetscape.

12) Development permit applications shall include:

a) proof that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 13 below of this Overlay Schedule, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

b) a narrative which is to include:

i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Design Criteria of this Overlay Schedule. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with this Overlay Schedule.

13) For the purposes of this section the area of application shall be as follows:

a) Single Detached, Semi-detached and Duplex Housing: Each assessed owner of land abutting the site; and

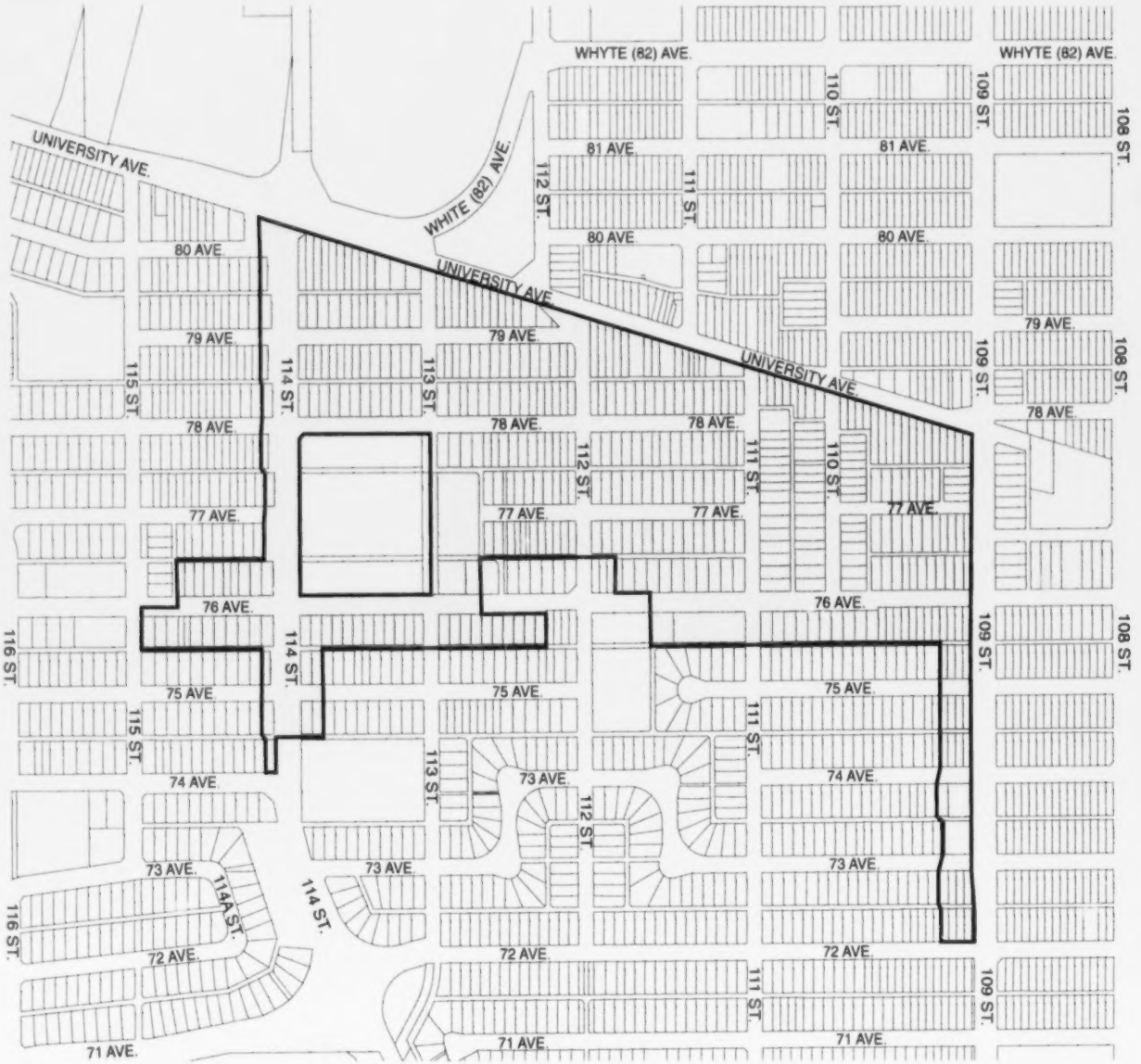
b) all other developments/uses: Each assessed owner of land wholly or partly within a distance of 30 m of the boundary of the site.

14) The Development Officer may grant relaxations to the provisions of this Overlay Schedule if, in his opinion, such a variance would be in keeping with the General Purpose of this Overlay Schedule and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 12 above of this Overlay Schedule if the Development Officer is satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

N

OVERLAY SCHEDULE FOR LOW DENSITY REDEVELOPMENT: RF3 DISTRICT

Area of Application



HIGH LIGHTS

From Edmonton's Land Use Bylaw

Belgravia, McKernan and Parkallen Overlay Schedules

COMMUNITY VISION

The Belgravia, McKernan and Parkallen Community Development Plan was approved by City Council in 1994. One principle of the Plan is to maintain and enhance the residential character and visual continuity of the community. To do this, Overlay Schedules were developed to guide:

- building height,
- rear yards, and
- front-drive garages.

In certain circumstances, community consultation is required to allow neighbours and the Community League a chance to review and comment on development proposals before a formal application is made.

MODEST BUILDING ENVELOPE

The Modest Building Envelope defines:

- a maximum building height of 7.5 m (24.6 ft.), and
- a minimum rear yard of 12 m (39.4 ft.).

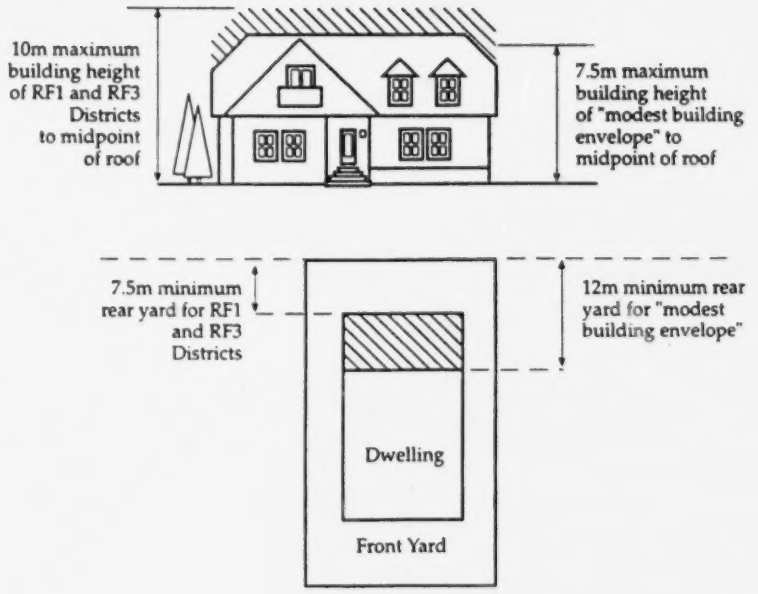
The Modest Building Envelope is used to determine whether a proposed development is likely to be compatible with adjacent housing. New infill housing or renovations that fall within the limits of the Modest Building Envelope may generally be more compatible with the existing smaller, older housing stock. However, if a development proposal exceeds the limits of the Modest Building Envelope, the permit application requires community input to lessen potential concerns.

OVERLAY SCHEDULE

An Overlay Schedule applies additional regulations to existing land use zones in order to achieve certain objectives

MODEST BUILDING ENVELOPE

Illustration not to scale


10m maximum building height of RF1 and RF3 Districts to midpoint of roof
7.5m maximum building height of "modest building envelope" to midpoint of roof
7.5m minimum rear yard for RF1 and RF3 Districts
12m minimum rear yard for "modest building envelope"
Dwelling
Front Yard

FRONT-DRIVE GARAGES

There are varying regulations for front-drive garages. The Belgravia Overlay Schedule (affecting RF1 zones) allows a front-drive, attached garage provided it is not wider than 35% of the site width, to a maximum of 8 m (26.2 ft.), and does not project more than 1 m (3.28 ft.) beyond the front of the house. The remaining two Overlay Schedules affecting Belgravia's RF3 zones and McKernan and Parkallen do not allow front-drive garages where lanes are available.

COMMUNITY CONSULTATION

Community Consultation occurs when development:

- does not meet the Modest Building Envelope;
- does not meet the Overlay Schedule requirements for front-drive garages; or
- requires a variance to the underlying land use regulations (either RF1 or RF3 zone).

The community consultation process requires that, prior to applying for a development permit, the applicant consults each owner of land adjoining the site as well as the President of the local Community League. If the development is larger than single detached, semi-detached or duplex housing, the applicant must also consult those landowners located within 30 m (98.4 ft.) of the boundary of the site.

As part of the above consultation, the applicant must review the following details of the proposed development:

- height
- site coverage
- setbacks
- elevations
- parking
- landscaping

This consultation cannot take more than 21 days. After this, the applicant may apply for the necessary permits.

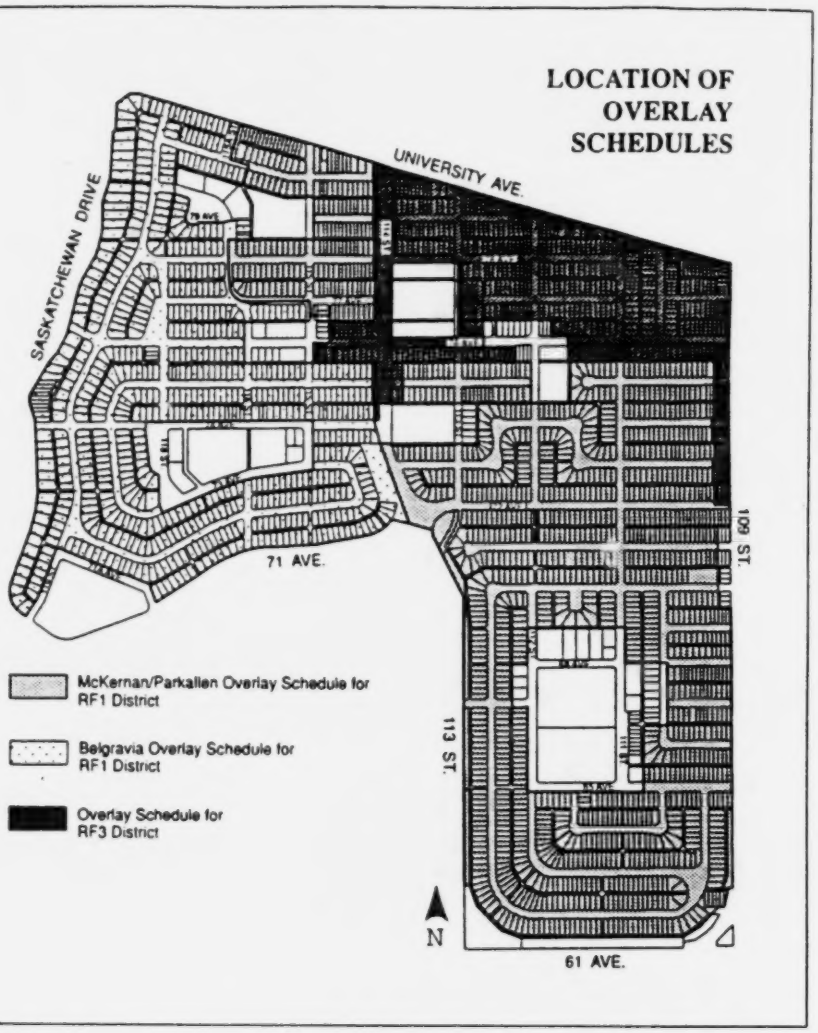
DEVELOPMENT OPPORTUNITIES

The Overlay Schedules do not require that applicants compromise their development objectives in response to concerns raised by the community. Rather, the intent is to provide an opportunity for discussion, making the development review process a positive experience for both the applicant and the community.

FURTHER INFORMATION

This leaflet summarizes Edmonton's Land Use Bylaw regulations regarding the Overlay Schedules in Belgravia, McKernan and Parkallen. Refer to Sections 815, 816 and 817 of the Bylaw for a complete listing of the regulations.

A copy of the *Belgravia, McKernan, Parkallen Community Development Plan* is available for viewing or purchase at the Planning and Development Department.



Planning staff are available if applicants or property owners wish to discuss development proposals.

Please contact:

Development and Inspection Services
2nd Floor, Exchange Tower
10250 - 101 Street
Edmonton, Alberta
T5J 3P4

Office Hours: 8:00 a.m. to 4:30 p.m.
Telephone: 496-3100

THE CITY OF Edmonton PLANNING AND DEVELOPMENT

Proposed Amendments to the Belgravia, McKernan and Parkallen Community Plan

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APPENDIX: Advice to the Development Officer - Development Guidelines

Preface

The Appendix outlines the Guidelines that serve as *advice to the Development Officer* for the application of the City of Edmonton Zoning Bylaw (Bylaw 12800) to the Belgravia * McKernan * Parkallen Community Development Plan area. It is provided for the convenience of the public in considering proposed development and exercising discretion pursuant to the Zoning Bylaw.

The Zoning Bylaw, as amended, regulates and controls the use of development of land within the boundaries of the Community Development Plan. The Bylaw takes precedence over any information provided in this section, and the public is advised to refer directly to the regulations of the Zoning Bylaw, including the General Regulations and other provisions that apply.

Within a Plan area, certain regulatory aspects of conventional land use zones (such as minimum yard requirements or density, for example) may be modified in order to achieve certain policy or design objectives. Two ways to accomplish this are:

- *advice to the Development Officer* - guidelines established through the preparation of the Community Development Plan, and
- *overlay provisions* - regulations established through City-wide Overlays.

Advice to the Development Officer provides direction in the exercise of his authority to vary regulations when approving, refusing or imposing appropriate conditions on the development of lands, and are established as guidelines or directives in the Plan. Overlay provisions alter or add new regulations to the Zone, and are established as Citywide Overlays in the Zoning Bylaw itself. This Plan contains development guidelines for certain residential zones that are also subject to the Citywide "Mature Neighbourhood" Overlay provisions.

For all lands not affected by overlay provisions, the development regulations for uses are those of the Zoning Bylaw. The Development Officer may consider the guidelines and vary certain regulations when authorized to use discretion. For those lands affected by both overlay provisions and guidelines, the regulations are those of the Zone as altered by the overlay, and the Development Officer will use discretion to approve, refuse or impose appropriate conditions on the development of those lands in consideration of the guidelines of this Plan.

Appendix I
Belgravia Guidelines for Single Detached Residential Development: RF1 Zone

General Purpose

To ensure that the infill housing allowed by this Zone is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

Application

1) These Guidelines serve as advice to the Development Officer and apply to those lands identified on the map attached to these Guidelines which are zoned RF1.

2) The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the RF1 Zone and other sections of the Zoning Bylaw.

3) New development and additions to existing development should comply with Clauses 1 through 4 under "Development Guidelines."

4) If a new development or addition to an existing development does not comply with Clauses 1 through 4 under "Development Guidelines" or any of the regulations of the RF1 zone or the Overlay, then Clauses 5 through 8 under "Development Guidelines" will apply.

5) Notwithstanding that a development does not conform to these Guidelines, where a development permit was issued for the development prior to the adoption of this, such development is deemed to conform to the Guidelines. If at any time an addition is made to the existing development, then the addition should conform to the Guidelines.

Uses

The Uses for the lands covered by these Guidelines should be as specified by the RF1 (Single Detached Residential) Zone.

Development Guidelines

1) The maximum building height should not exceed 7.5 m.

2) The minimum rear yard should be 12 m, except in the case of a corner site it should be 6 m.

3) The exterior front facing wall of a garage which is attached or designed as an integral part of a dwelling should not project more than 1 m beyond the main front facing exterior wall of the dwelling.

4) The maximum width of a garage attached to and designed as an integral part of a dwelling with vehicular access from a public roadway (other than a lane) abutting the front of the site should not exceed 35 % of the site width or 8 m, whichever is less. The maximum width of a garage attached to and designed as an integral part of a dwelling with vehicular access from a flanking public roadway, other than a lane, should not

exceed 35% of the distance between the front and rear lot lines of the site or 8 m, whichever is less.

5) Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development should incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

6) Development permit applications should include:

a) an indication that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 7 below, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

b) a narrative which should include:

i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development,

if at all, in response to the opinions and concerns from the community; and

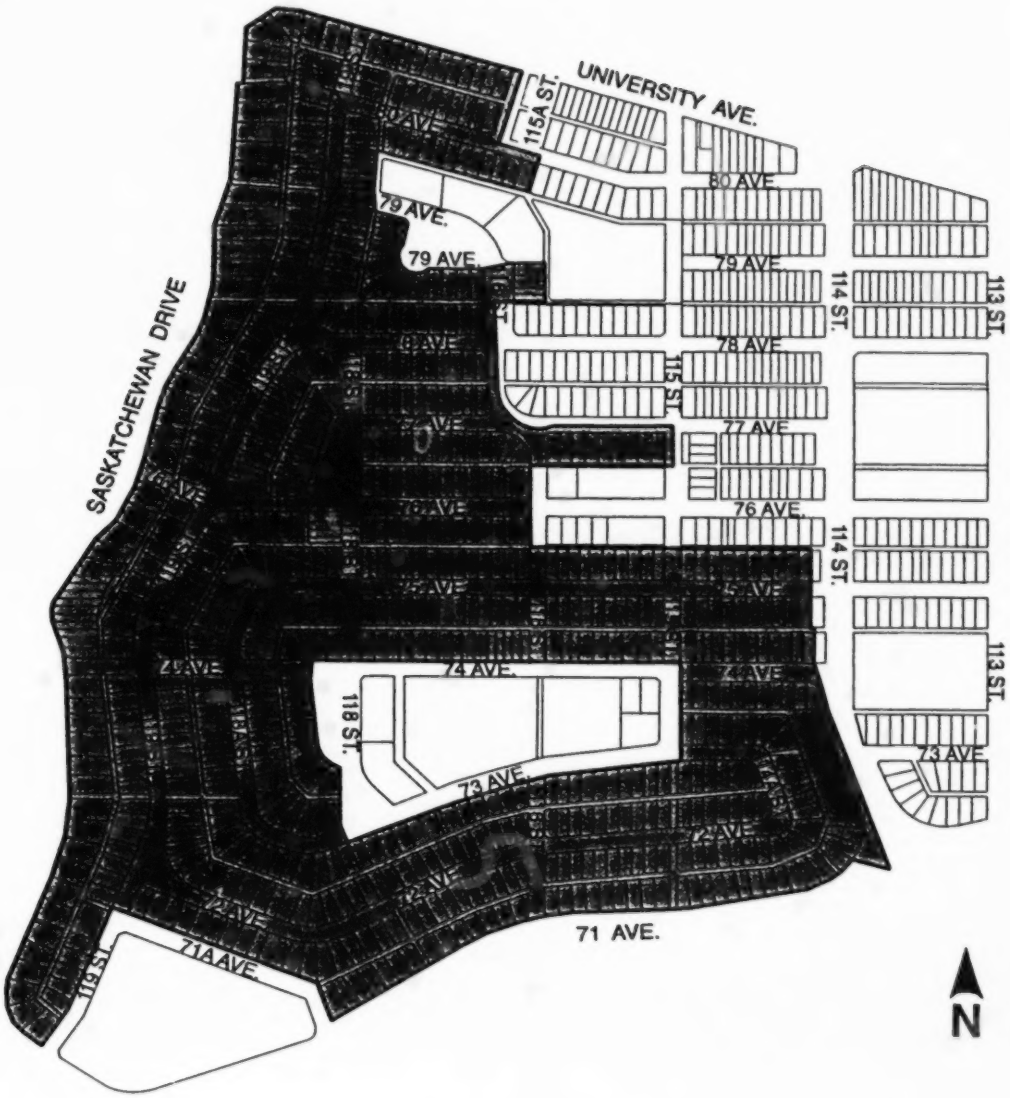
iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Development Guidelines. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with these Guidelines.

7) For the purposes of this section the area of application should be each assessed owner of land abutting the site.

8) The Development Officer may grant relaxations to the provisions of the Zoning Bylaw if, in his opinion, such a variance would be in keeping with the General Purpose of these Guidelines and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 6 above if satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

BELGRAVIA GUIDELINES FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 ZONE



Area of Application

BELGRAVIA GUIDELINES FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 ZONE

Area of Application

Appendix II
McKernan/Parkallen Guidelines for Single Detached Residential Development: RF1 Zone

General Purpose

To ensure that the infill housing allowed by this Zone is compatible with adjacent development and preserves, to the extent possible, the continuity of the adjacent streetscape.

Application

1) These Guidelines serve as ***advice to the Development Officer*** and apply to those lands identified on the map attached to these Guidelines which are zoned RF1.

2) The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the RF1 Zone and other sections of the Zoning Bylaw.

3) Clause 3 under "Development Guidelines" applies to any development taking place on the lands identified on the map attached to these Guidelines.

4) New development and additions to existing development should comply with Clauses 1 and 2 under "Development Guidelines."

5) If a new development or addition to an existing development does not comply with Clauses 1 and 2 under "Development Guidelines" or any of the regulations of the RF1 Zone or the Overlay, then Clauses 4 through 7 under "Development Guidelines" will apply.

6) Notwithstanding that a development does not conform to these Guidelines, where a development permit was issued for the development prior to the adoption of this Plan, such development is deemed to conform to the Guidelines. If at any time an addition is made to the existing development, then the addition should conform to the applicable Guidelines.

Uses

The Uses for the lands covered by these Guidelines should be as specified by the RF1 (Single Detached Residential) Zone.

Development Guidelines

1) The maximum building height should not exceed 7.5 m.

2) The minimum rear yard should be 12 m, except in the case of a corner site it should be 6 m.

3) Vehicular access to a garage or parking area should be from an abutting lane, where a lane abuts a site.

4) Where, in the opinion of the Development Officer it is appropriate, the principal

buildings of the development should incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

5) Development permit applications should include:

a) an indication that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 6 below, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

b) a narrative which should include:

i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

iv) where the applicant has been unable to modify the proposed

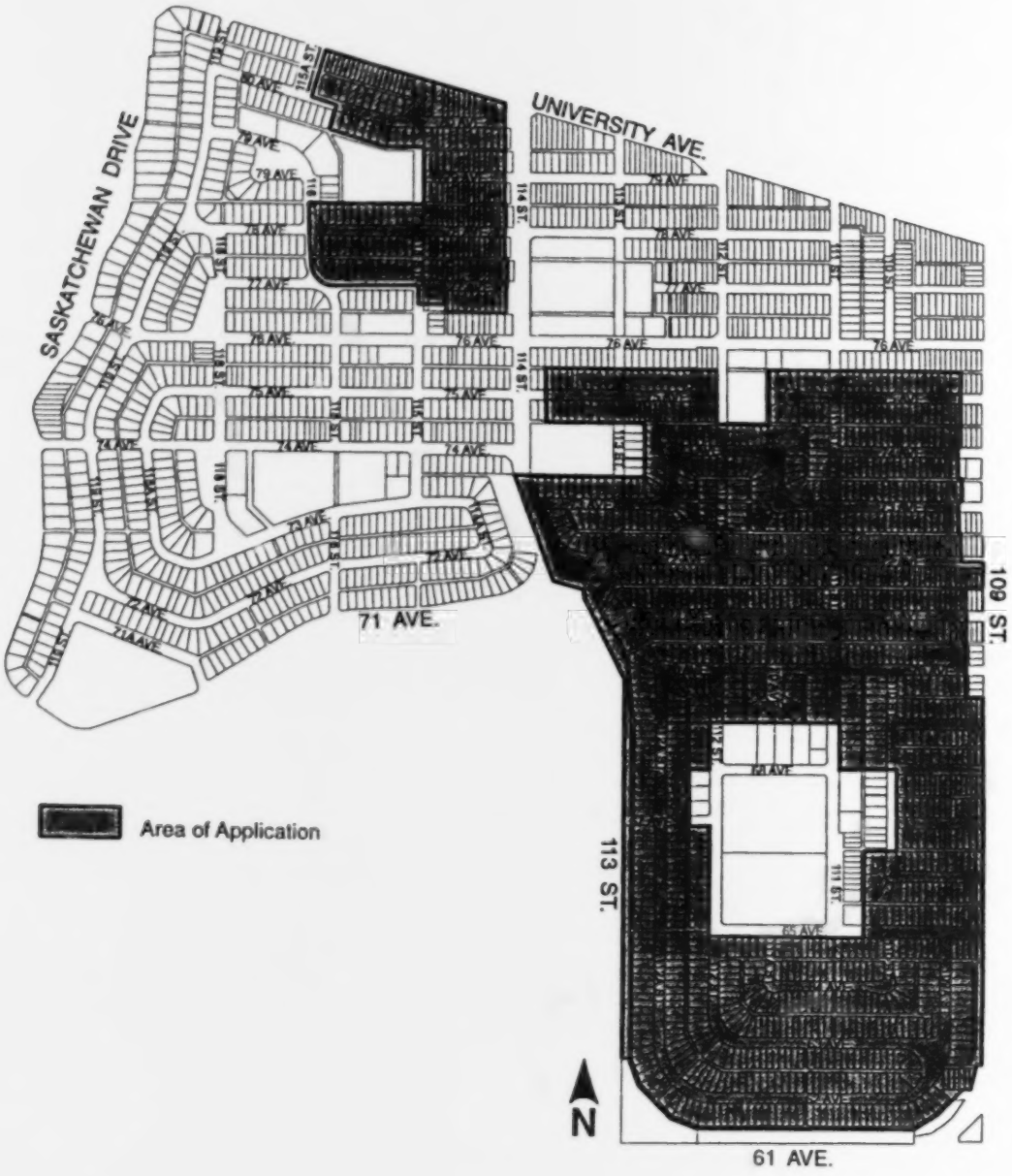
development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable Development Guidelines. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with these Guidelines.

6) For the purposes of this section the area of application should be each assessed owner of land abutting the site.

7) The Development Officer may grant relaxations to the provisions of the Zoning Bylaw if, in his opinion, such a variance would be in keeping with the General Purpose of these Guidelines and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 5 if satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

McKERNAN/PARKALLEN GUIDELINES FOR SINGLE DETACHED RESIDENTIAL DEVELOPMENT: RF1 ZONE



McKERNAN/PARKALLEN
GUIDELINES FOR
SINGLE DETACHED
RESIDENTIAL DEVELOPMENT:
RF1 ZONE

Appendix III
McKernan Guidelines for Low Density Redevelopment: RF3 Zones

General Purpose

To ensure that the variety of low density infill housing allowed by this Zone is developed to a high standard of appearance and is compatible, to the extent possible, with adjacent development.

Application

1) These Guidelines serve as *advice to the Development Officer* and apply to those lands identified on the map attached to these Guidelines which are zoned RF3.

2) The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the RF3 Zone and other sections of the Zoning Bylaw.

3) Clause 7 under "Development Guidelines" apply to any development taking place on the lands identified on the map attached map to these Guidelines.

4) New development and additions to existing development should comply with Clauses 1 through 6 under "Development Guidelines".

5) If a new development or addition to an existing development does not comply with Clauses 1 through 6 under "Development Guidelines" or any of the regulations of the RF3 Zone, then Clauses 8 through 14 under "Development Guidelines" apply.

6) Notwithstanding that a development does not conform to these Guidelines, where a development permit was issued for the development prior to the adoption of this Plan, such development is deemed to conform to the Guidelines. If at any time an addition is made to the existing development, then the addition should conform to the applicable Guidelines.

Uses

The Uses for the lands covered by these Guidelines should be as specified by the RF3 (Low Density Redevelopment) Zone.

Development Guidelines

1) The maximum building height should not exceed 7.5 m.

2) The minimum rear yard should be 12 m, except in the case of a corner site it should be 6 m.

3) For Row Housing and Semi-detached Housing, individual units should be recessed/projected in relationship to adjacent dwelling units within the same development to create a strong unit identity, thereby preserving, to the extent possible, the general character of the streetscape.

4) Duplex Housing should be designed in a manner that creates the image of a single

detached dwelling when viewed from an adjacent roadway, other than a lane.

5) Accessory buildings visible from abutting public roadways, other than a lane, should be designed in a manner which creates a sense of architectural harmony with the associated principal building. This may be achieved by utilizing similar or compatible exterior materials, colours and architectural details on both the principal and accessory buildings.

6) On-site parking areas for three or more vehicles should be visually screened from abutting sites and public roadways, other than a lane, through the use of landscaping treatment or a combination of landscaping and other forms of screening.

7) Vehicular access to a garage or parking area should be from an abutting lane, where a lane abuts a site.

8) The Development Officer should evaluate a proposed development in its totality (i.e., overall visual impression), rather than in terms of its strict adherence to each of the applicable design criteria outlined in these Guidelines.

9) The architectural design of development does not have to mimic or imitate the older-type styles of housing in the area to comply with the general purpose of these Guidelines. Contemporary exterior materials and architectural styles may be used provided that, in the opinion of the Development Officer, the overall site development, including landscaping treatment, is of a high visual quality and responsive to the general streetscape character of the area.

10) Where, in the opinion of the Development Officer it is appropriate, the principal buildings of the development should incorporate design features for the purpose of minimizing the perception of massing/height, mitigating the shadowing effect on abutting properties, adding visual interest by breaking up the monotony of large uninterrupted flat surfaces and reducing the box-like appearance of buildings when viewed from abutting public roadways, other than a lane. This may be achieved by utilizing such design features as the following:

   a) the incorporation of projections/recesses or variations in the front facades including the stepping back or terracing of upper storeys on buildings exceeding one storey;

   b) the utilization of pitched roofs and the incorporation of different roof angles and styles, as well as special design elements (eg. dormers) into the roof structure;

   c) the extension or wrapping around of front facade finishing materials or corner accent materials to the sides of the principal building when different exterior materials are being used on the front and sides of the building; and,

   d) on corner sites, the principal building should present a double frontage appearance by using consistent exterior finishing materials and architectural treatment, including window treatment, on both the flanking and front facing facades.

11) In addition to the landscaping requirements of the Zoning Bylaw, landscaping treatment should serve the purpose of minimizing the perception of massing, enhancing the overall

visual appearance of the site and preserving, to the extent possible, the general character of the adjacent streetscape.

12) Development permit applications should include:

a) an indication that at the earliest possible point in the planning of the proposed development, but in any event not later than 21 days prior to the submission of the development permit application the Applicant has contacted, in person, by mail or by way of community meetings or open houses each assessed owner of land within the area of application, as defined in Clause 13 below, and the President of the Community League operating within the area where the site is located, to review with them details of the proposed development (including height, site coverage, setbacks, elevations, parking and proposed landscaping) and to seek their comments on the proposal;

b) a narrative which should include:

i) an explanation of the extent of community contact (i.e. who was contacted, by what means and when in the development process such contact occurred);

ii) documentation of the opinions and concerns expressed to the applicant, if any were received, by the President of the Community League and the owners contacted in response to the information on the proposed development provided to them;

iii) details as to how the applicant has modified the proposed development, if at all, in response to the opinions and concerns from the community; and

iv) where the applicant has been unable to modify the proposed development to specifically address the concerns and opinions of the community, an explanation from the applicant as to why further modifications to the proposed development can not be accommodated or why, in the opinion of the applicant, further modifications to the proposed development are not warranted or necessary.

c) a statement describing how the proposed development, including landscaping treatment, complies with the General Purpose and the applicable design criteria of these Guidelines. The Development Officer may require the applicant to submit additional information if, in his opinion, such information is necessary to verify that the proposed development complies with these Guidelines.

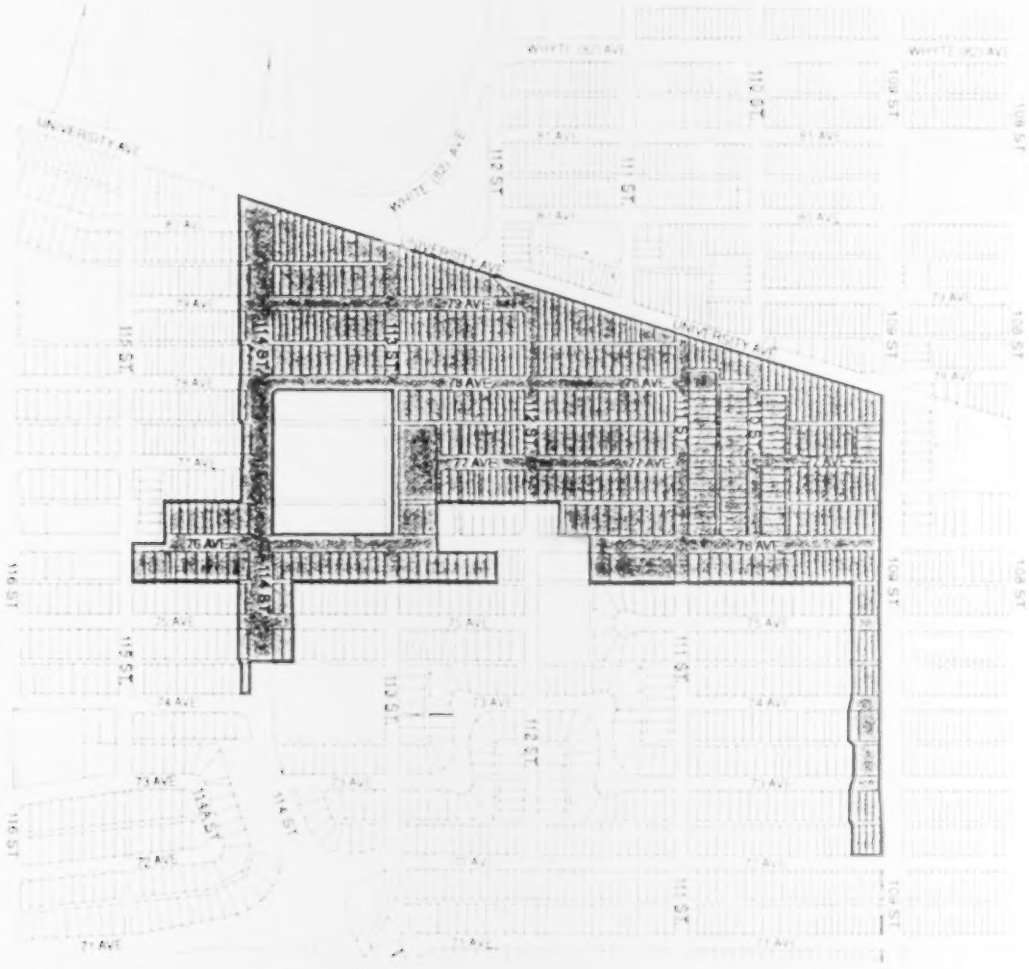
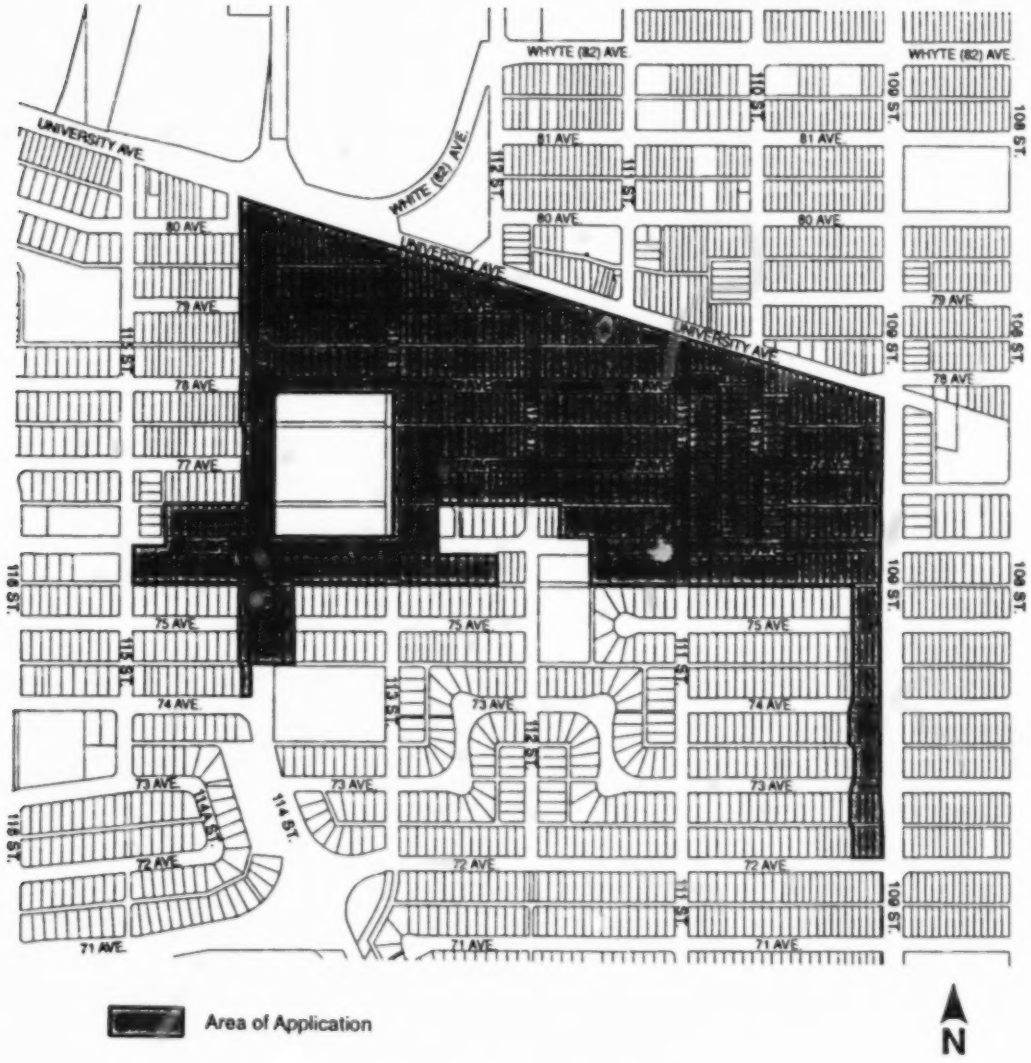
13) For the purposes of this section the area of application should be as follows:

a) Single Detached, Semi-detached and Duplex Housing: Each assessed owner of land abutting the site; and

b) all other developments/uses: Each assessed owner of land wholly or partly within a distance of 30 m of the boundary of the site.

14) The Development Officer may grant relaxations to the provisions the Zoning Bylaw if, in his opinion, such a variance would be in keeping with the General Purpose of these Guidelines and would not affect the amenities, use and enjoyment of the neighbouring properties. The Development Officer may reduce the time period for public consultation specified in Clause 12 above satisfied that the community has had a reasonable period of time to review and comment on the proposed development.

McKERNAN GUIDELINES
FOR LOW DENSITY
REDEVELOPMENT:
RF3 ZONE



McKERNAN GUIDELINES FOR LOW DENSITY REDEVELOPMENT: RF3 ZONE